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SESSIONAL PAPERS

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THIRD SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1906-7

VOLUME XLI

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1. Report of the Auditor General, for the fiscal year ended 30th June, 1906. Partial report presented 9th January, 1907, by Hon. W. S. Fielding; also 4th February; 7th February; 21st February; 22nd February, 1st March.....*Printed for both distribution and sessional papers.*

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2. Public Accounts of Canada, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier .....*Printed for both distribution and sessional papers.*

3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1908. Presented 29th November, 1906, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

3*a*. Supplementary Estimates for the fiscal period of nine months ending 31st March, 1907. Presented 22nd January, 1907, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

4. Further Supplementary Estimates for the period of nine months ending on the 31st March, 1907. Presented 2nd April, 1907, by Hon. W. S. Fielding....*Printed for both distribution and sessional papers.*

5. Supplementary Estimates for the year ending 31st March, 1908. Presented 19th April, 1907, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

5*a*. Further Supplementary Estimates for the year ending 31st March, 1908. Presented 25th April, 1907, by Hon. W. S. Fielding.....*Printed by both distribution and sessional papers.*

6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1906. Presented 25th April, 1907, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

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7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December 31, 1906.
Printed for both distribution and sessional papers.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1906.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1906.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1906. Part I.—Canadian Trade. Presented 11th February, 1907, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, for the year ended 30th June, 1906. Part II.—Trade of Foreign Countries and Treaties and Conventions.
Printed for both distribution and sessional papers.

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11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1906. Presented 18th December, 1906, by Hon. W. Templeman.....*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures Gas and Electric Light, for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

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14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1906. Presented 3rd April, 1907, by Hon. W. Templeman.....*Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for five months ended 31st March, 1906. Presented 27th November, 1907, by Hon. S. A. Fisher. .....*Printed for both distribution and sessional papers.*

16. Report of the Directors and Officers of the Experimental Farms, from 1st December, 1905, to 31st March, 1906. Presented 27th November, 1906, by Hon. S A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1906.
Printed for both distribution and sessional papers.

17*a*. Census of the Northwest Provinces, Manitoba, Saskatchewan and Alberta, 1906. Presented 7th February, 1907, by Hon. S. A. Fisher..... *Printed for both distribution and sessional papers.*

17*b*. Return of By-elections for the House of Commons of Canada, held during the year 1906. Presented 15th April, 1907, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

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18. Report on Canadian Archives, 1906 .....*Printed for both distribution and sessional papers.*

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1906. Presented 21st January, 1907, by Hon. S. A. Fisher .....*Printed for both distribution and sessional papers.*

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19*a*. Reports of the International Waterways Commission, 1906.
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20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. H. R. Emmerson.
Printed for both distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1905..*Printed for both distribution and sessional papers.*

20*b*. Railway Statistics of Canada for the year ended 30th June, 1906. Presented 21st February, 1907, by Sir Wilfrid Laurier..... .....*Printed for both distribution and sessional papers.*

20*c*. First Report of the Board of Railway Commissioners for Canada. February 1st, 1904, to March 31st, 1906. Presented 14th March, 1907, by Hon. H. R. Emmerson.
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21*a*. (No issue for 1906).

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada on the 31st December, 1906.
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22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

22*a*. Further contributions to Canadian Biology, being studies from the Marine Biological Station of Canada, 1902-1906. .... *Printed for both distribution and sessional papers.*

23. Report of the Harbour Commissioners, &c., 1906... *Printed for both distribution and sessional papers.*

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24. Report of the Postmaster General, for the year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier..... *Printed for both distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. F. Oliver.. *Printed for both distribution and sessional papers.*

25*a*. Interim Report of the Commissioner of the Yukon Territory, December, 1906.
Printed for both distribution and sessional papers.

25*b*. Report of the Surveyor General of Dominion Lands, for the year ended 30th June, 1906.
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26. Summary Report of the Geological Survey Department, for the calendar year 1906. Presented 16th January, 1907, by Hon. S. A. Fisher. ..... *Printed for both distribution and sessional papers.*

26*a*. Annual Report of the Mineral Industries of Canada, 1905. Section of Mines.
Printed for both distribution and sessional papers.

26*b*. Report on the Cascade Coal Basin, Alberta..... *Printed for both distribution and sessional papers.*

27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June, 1906. Presented 9th January, 1907, by Hon. F. Oliver..... *Printed for both distribution and sessional papers.*

28. Report of the the Royal Northwest Mounted Police, 1906. Presented 22nd February, 1907, by Sir Wilfrid Laurier..... ..... .*Printed for both distribution and s ssional papers.*

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29. Report of the Secretary of State of Canada, for the year ended 31st December, 1906. Presented 25th April, 1907, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

29*a*. Minutes of the proceedings in Conference between Members of the Government and of the various Provincial Governments, assembled at Ottawa, October, 1906. Presented 9th January, 1907, by Sir Wilfrid Laurier..... . ..... *Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1906. Presented 14th January, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers,

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1906. Presented 24th April, 1907, by Hon. W. S. Fielding..... ...*Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1906. Presented 15th April, 1907, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

33. Report of the Joint Librarians of Parliament. Session of 1906-7. Presented 22nd November, 1906, by the Hon. The Speaker. ... ... *Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1906. Presented 11th January, 1907, by Hon. A. B. Aylesworth.
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35. Annual Report of the Militia Council of Canada, for the year ended 31st December, 1906. Presented 21st March, 1907, by Sir Frederick Borden..... *Printed for both distribution and sessional papers.*

36. Report of the Department of Labour, for the year ended 30th June, 1906. Presented 27th November, 1906, by Sir Wilfrid Laurier..... ..... *Printed for both distribution and sessional papers*

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37. Return to an order of the House of Commons, dated 21st March, 1906, showing: How many horses were tested for glanders with malein in the provinces of Manitoba, Saskatchewan and Alberta, respectively, by officials of this government; names of owners of horses; name of official, and date of application in each case; date when the horses were destroyed, in each case; date the owners received compensation in each case; amount received by the respective owners, and the valuation in each case; the variations of temperature in each case, with the highest and lowest readings; number of cases quarantined, names of owners, and period of quarantine; number of cases where retested, and the result; number of cases slaughtered after being retested; compensation paid, names of the owners, and the amount paid to each; cases where horses were slaughtered after being tested, and the number of post-mortem investigations held, with the result in each case and the names of owners. Presented 27th November, 1907.—*Mr. Staples*..... .....*Not Printed.*

38. The Canada Year Book, 1905. Presented 27th November, 1906, by Hon. S. A. Fisher.
Printed separately.

39. Exchequer Court Rules (amended), General Order of 8th October, 1903. Presented 27th November, 1906, by Sir Wilfrid Laurier ....*Not printed.*

40. Statement showing the expenditure on account of Unforeseen Expenses from the 1st July, 1906, to the 22nd November, 1906, in accordance with the Appropriation Act of 1906. Presented 28th November, 1906, by Hon. W. S. Fielding..... .....*Not printed.*

41. Statement of Superannuations and Retiring Allowances in the Civil Service during the year ended 31st December, 1906, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, and also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 28th November, 1906, by Hon. W. S. Fielding..... .....*Not printed.*

42. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1906. Presented 28th November, 1906, by Hon. W. S. Fielding..... .... *Not printed.*

42*a*. Return to an address of the Senate, dated 14th March, 1907, for: 1. Copies of all regulations made by the Governor in Council under section 14, chapter 13, of the Act intituled: "The Civil Service Insurance Act." 2. The number of policies issued under the said Act, giving the dates of issue. 3. The names of the policy-holders. 4. The premiums paid annually or otherwise on each policy. 5. The total amount of the excess of the deduction from the salaries of said policy-holders on account of superannuation, and the deduction which would have been made had they not effected insurance under the said Act. 6. The total amount paid as death claims and the date of each payment. 7. The difference between the premiums paid, with the deduction made in excess, as stated in paragraph 5, as compared with losses through death claims with interest added at the rate of 3 per cent on the amount lost by the government under the operations of this Act up to the 1st of March instant. Presented 8th April, 1907.—*Hon. Mr. Ferguson*..... ....*Not printed.*

43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1906-7. Presented 28th November, 1907, by Hon. W. S. Fielding.....*Not printed.*

44. Report of the Dominion Government Expedition to Hudson Bay and the Arctic Islands on board the D. G. steamer *Neptune*, 1903-1904. Presented 28th November, 1906, by Hon. L. P. Brodeur.
Printed separately.

45. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1906. Presented 28th November, 1906, by Sir Wilfrid Laurier..... ....*Not printed*

46. Report of the Commissioners of Internal Economy of the House of Commons, from 21st July, 1905, to 11th July, 1906, pursuant to No. 9, Rules of the House. Presented 30th November, 1906, by the Hon. The Speaker..... ....*Not printed.*

47. The King's regulations and orders for the militia of Canada, 1906. Presented 3rd December, 1906, by Sir Frederick Borden .....*Not printed.*

48. Regulations for Ordnance Stores Services, 1905. Presented 3rd December, 1906, by Sir Frederick Borden. ....*Not printed.*

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49. Report of the International Waterways Commission upon the application of the Minnesota Canal and Power Company of Duluth, Minnesota, for permission to divert certain waters in the state of Minnesota from the boundary waters between the United States and Canada. Presented 3rd December, 1906, by Hon. S. A. Fisher... ..... *Not printed.*

49*a*. Joint Report of the International Waterways Commission, November 15th, 1906. Presented 3rd December, 1906, by Hon. S. A. Fisher. ..... *Not printed.*

49*b*. Report of the Canadian Section of the International Waterways Commission for the year 1906. Presented 23rd January, 1907, by Hon. S. A. Fisher.... ..... *Not printed.*

50. Tables of the population of the Northwest Provinces in 1901 and 1906. Presented 3rd December, 1906, by Hon. S. A. Fisher.. ..... *Not printed.*

51. A detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last return, 20th March, 1906, submitted to the Parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 5th December, 1906, by Sir Wilfrid Laurier..... ..... *Not printed.*

52. Return under chapter 131 (R.S.C.), intituled: "An Act respecting Trade Unions," and submitted to parliament in accordance with section 23 of the said Act. Presented 5th December, 1906, by Sir Wilfrid Laurier .... *Not printed.*

53. Return to an address of the House of Commons, dated 19th March, 1906, for copies of all orders in council and documents, between the first day of July, 1896, and the present time, relating to swamp lands; and of all letters, telegrams and other documents and correspondence between the government of Canada and the government of Manitoba, during the same period, relating to such lands. Presented 5th December, 1906.—*Mr. Staples*..... ..... *Not printed.*

53*a*. Supplementary return to No. 53. Presented 11th December, 1906..... *Not printed.*

54. Return (in so far as the Department of the Interior is concerned of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return, under such resolution. Presented 5th December, 1906, by Hon. F. Oliver..... *Not printed.*

55. Return to an order of the House of Commons, dated 28th November, 1906, showing the number of commercial agencies for the Dominion in operation during the fiscal years 1905 and 1906, the names of the several agents, where located, their salaries, contingent expenses, the total cost of each agency, and the aggregate cost of all the agencies combined. Presented 6th December, 1906.—*Mr. Wilson (Lennox and Addington)*..... ..... *Not printed.*

56. Return of orders in council passed under provisions of the Dominion Lands Act, affecting lands in the Yukon Territory; and of orders or ordinances passed under the provisions of section 8 of the Yukon Territory Act, as that section was enacted by section 3 of chapter 34, 2 Edward VII. Presented 6th December, 1906, by Hon. F. Oliver..... ..... *Not printed.*

57. Return of orders in council, under the provisions of section 52 of the Northwest Irrigation Act. Presented 6th December, 1906, by Hon. F. Oliver..... ..... *Not printed.*

58. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 20th January and 1st December, 1906, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 6th December, 1906, by Hon. F. Oliver .. .. *Not printed.*

59. Return of orders in council which have been published in the *Canada Gazette* between 20th January and 1st December, 1906, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54, of the Revised Statutes of Canada, and its amendments. Presented 6th December, 1906, by Hon. F. Oliver.... ..... *Not printed.*

60. Return to an order of the House of Commons, dated 29th November, 1906, for a copy of the proclamations used in the elections of 1904, in the constituencies of Selkirk, Provencher, Macdonald, Lisgar, Marquette, Souris, Brandon and Portage la Prairie. Presented 10th December, 1906.—*Mr. Roche (Marquette)*..... ..... *Not printed.*

61. Report of the Ottawa Improvement Commission for the fiscal year ended 30th June, 1906. Presented 10th December, 1906, by Hon. W. S. Fielding..... ..... *Not printed.*

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61*a*. Orders in Council relative to the appointment of Commissioners under the provisions of chapter 10 of the Acts of 1899, intituled : "An Act respecting the city of Ottawa." Presented 28th January, 1907, by Sir Wilfrid Laurier..... *Not printed.*

62. Report of the Commissioners of the National Transcontinental Railway, under date of 9th October, 1906, on the surveys and other works under their charge for the year ended 30th June, 1906, in pursuance of subsection 2 of section 30, chapter 71, of 1903. Presented 10th December, 1906, by Hon. H. R. Emmerson..... *Printed for both distribution and sessional papers.*

62*a*. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all reports and plans of engineers regarding the line and location of the Grand Trunk Pacific Railway between the city of Quebec and Edmundston, New Brunswick, and more particularly the city of Quebec, and Lake Pheonegamook in the county of Kamouraska. Presented 9th January, 1907.—*Mr. Monk.* *Not printed.*

62*b*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, surveys, reports, documents, and papers of every kind not already brought down, touching, showing or relating to the route of the National Transcontinental Railway between the city of Quebec and the city of Moncton. Presented 9th January, 1907.—*Mr. Crocket* ..... *Not printed.*

62*c*. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway designated as "District F," from a point at or near the city of Winnipeg, to a point known as Peninsular Crossing, near the junction point of the Fort William branch of the Grand Trunk Pacific Railway, a distance of about 245 miles. Presented 29th January, 1907.—*Mr. Borden (Carleton).* *Not printed.*

62*d*. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a section of the Transcontinental Railway, designated as "District B," beginning at the north end of the Quebec Bridge and Railway Company's bridge, in the vicinity of the city of Quebec, to a point near La Tuque, a distance of about 150 miles. Presented 29th January, 1907.—*Mr. Borden (Carleton)*..... *Not printed.*

62*e*. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of plans, documents, &c., now under consideration by the Transcontinental Commission and Railway Commission pertaining to the development and improvement of Quebec Harbour as a maritime port and railway terminus. Presented 25th February, 1907.—*Mr. Robitaille*..... *Not printed.*

62*f*. Return to an address of the House of Commons, dated 23rd January, 1907, for a copy of all papers, correspondence, reports, plans and profiles, and estimates of costs at any time received by or filed with the Commissioners of the National Transcontinental Railway, or with the Department of Railways, respecting: (*a*) That portion of the route of the said railway between the Quebec bridge and the vicinity of the Maine boundary line, as the route for such portion has been approved or adopted, or respecting any suggested variations of the location of such portion of the railway; (*b*) respecting another suggested route for the said portion of the said railway between the points aforesaid, not passing by way of Lake Echemin, and sometimes known as the Morin route. 2. For a copy of all orders in council approving, adopting, or respecting any such routes between the points aforesaid. Presented 26th February, 1907.—*Mr. Morin*..... *Not printed.*

62*g*. Return to an order of the House of Commons, dated 4th March, 1907, for a copy of all memoranda in the possession of the government, showing the amounts from month to month reported by the company and verified by the officers of the government, as having been duly expended in connection with the construction of the western division of the National Transcontinental Railway, whereon the government of Canada guarantees the bonds to the extent of 75 per cent of the cost. Presented 14th March, 1907.—*Mr. Ames*..... *Not printed.*

62*h*. Return to an order of the House of Commons, dated 24th April, 1907, for copies of papers in relation to the Transcontinental Railway route through New Brunswick. Presented 24th April, 1907.—*Hon. W. S. Fielding*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

63. Return to an order of the House of Commons, dated 3rd December, 1906, showing what properties, if any, have been purchased by the government during the past two years, in the city of Ottawa, between Sussex Street and Mackenzie Avenue; the properties acquired by the government in that locality; the names of the vendors; the dates of the purchases, the price agreed upon in each case; the superficies of the property acquired; the date on which the government took possession in each case. Presented 11th December, 1906.—*Mr. Morin* .. .. *Not printed.*

64. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council passed during the last three years, relating to the formation of any new territory or district, or the alteration of the boundaries of any territory or district in Canada. Presented 11th December, 1906.—*Mr. Sifton*..... .... *Not printed.*

64*a*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all letters, communications, memorials, petitions, or documents, received during the past three years from the government of any province in the Dominion, or any member thereof, by the government of Canada, or any member thereof, relating to the extension or alteration of the boundaries of any province of Canada. Presented 17th December, 1906.—*Mr. Sifton.*

Printed for both distribution and sessional papers.

65. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of contracts with transatlantic steamship lines, in force during the season of 1906, that were entitled by such contract to receive bonuses or subventions from the government. Presented 11th December, 1906.—*Mr. Smith (Wentworth)*..... ....*Not printed.*

66. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all letters, telegrams, correspondence, reports, documents and papers, with respect to filling the vacancy on the bench of the Supreme Court of Nova Scotia, occasioned by the appointment of Honourable D. C. Fraser to the office of Lieutenant Governor. Presented 14th December, 1906.—*Mr. Borden (Carleton)*..... ....*Not printed.*

(66. Sessional Papers of 1906). Evidence taken before the Royal Commission on Life Insurance. Presented 26th February, 1907, by Hon. W. S. Fielding..... ...*Printed for distribution.*

67. Report of the Deputy Minister of Labour on negotiations conducted by him under Conciliation Act, 1903, in connection with the strike of coal miners in the employ of the Alberta Railway and Irrigation Company, which commenced on 9th March, 1906. Presented 14th December, 1906, by Hon. R. Lemieux.... .. ..*Not printed.*

68. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all papers and correspondence in connection with the Buckingham strike and riots. Presented 14th December, 1906, by Hon. R. Lemieux..... ....*Not printed.*

68*a*. Supplementary return to No. 68. Presented 9th January, 1907.—*Mr. Bourassa*.....*Not printed.*

68*b*. Return to an address of the Senate, dated 23rd of January, 1907, for a copy of all papers and correspondence having reference to the calling out of militia and to the intervention of the government in the late strikes and riots in Hamilton and Buckingham; also giving a statement showing the amounts paid by the government and municipalities in each case, for the services of the militia in connection with strikes; together with a statement showing in which cases, if any, the government was recouped by the municipalities, the amount paid the militia, and the amounts. Presented 19th February, 1907.—*Hon. Mr. David*... . ... *Not printed.*

69. Return to an order of the House of Commons, dated 3rd December, 1906, showing all, if any, islands or portions of islands sold since the first day of July, 1896, adjoining the townships of Baxter and Gibson, in the district of Muskoka, on the Georgian Bay, and the prices received therefor, respectively. Presented 17th December, 1906.—*Mr. Wright (Muskoka)*.....*Not printed.*

70. Return to an order of the House of Commons, dated 29th November, 1906, for a copy of all circulars sent out by the immigration office during the present year to agents of the department in the United Kingdom, and on the continent of Europe; also to booking agents in the United Kingdom and on the continent. Presented 17th December, 1906.—*Mr. Chisholm (Huron)*.....*Not printed.*

70*a*. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all papers, circulars, instructions, or other correspondence, sent out by the Department of the Interior, or any officer thereof, relative to immigration; and all correspondence or papers, &c., relative thereto, from agents abroad during the year 1906, with special reference to question No. 2, on the Order Paper of 3rd December, 1906. Presented 17th December, 1906.—*Mr. Lefurgey*.....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

71. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all letters, documents, telegrams, reports, writs of supersedeas, and other papers, relating to the standing and different grades in the civil service, from time to time, of Henry J. Morgan, and his superannuation. Presented 18th December, 1906.—*Mr. Stewart*..... ....*Not printed.*

72. Returned to an order of the House of Commons, dated 28th November, 1906, showing: 1. The names of fire insurance companies which have received their charters within the past five years. 2. The names of the parties applying for the same. 3. The amount of subscribed capital required under the charter. 4. The amount of paid-up capital required under the charter. 5. The proposed location of the head office in each case. Presented 17th December, 1906.—*Mr. Macdonell*..*Not printed.*

73. Return to an order of the House of Commons, dated 3rd December, 1906, showing: quantity or value of green fruit, canned fruits, and vegetables, fruit jams, preserves and jellies, classifying them wherever practicable, imported into Canada, and exported therefrom, during each of the past ten years; stating also whether from Great Britain, United States, or other countries; and during the past two years, the quantity imported through ports of entry, first, in Eastern Provinces; second, Prairie Provinces; third, British Columbia. Presented 9th January, 1907.—*Mr. Smith (Wentworth) Not printed.*

74. Return to an order of the House of Commons, dated 17th December, 1906, showing: 1. The total amount of duty received by the government in the fiscal year 1906 upon the respective articles named in the following items, as numbered, of the new Customs Tariff, viz: Item 445.—Mowing machines, harvesters, self-binding or without binders, binding attachments, reapers. Item 446.—Cultivators, ploughs, harrows, horse-rakes, seed drills, manure-spreaders, weeders and wind-mills. Item 447.—Threshing machine outfit, when consisting of traction or portable engines and separators. Item 448.—Hay loaders, potato diggers, horse-powers, separators, n.o.p., wind-stackers, fodder or feed cutters, grain crushers, fanning mills, hay tedders, farm, road or field rollers, post-hole diggers, snaths, and other agricultural implements, n.o.p. Item 449.—Axes, scythes, sickles or reaping hooks, hay or straw knives, edging knives, hoes, rakes, n.o.p., and pronged forks. Item 450.—Shovel and spades, iron or steel, n.o.p., shovel and spade blanks, and iron or steel cut to shape for the same, and lawn mowers. Item 451.—Stoves of all kinds, for coal, wood, oil, spirits or gas. 2. The total amount of duty that would have been received in the same period, the fiscal year of 1906, had the tariff now proposed by the government been then in force, giving such duty for each of the items 445, 446, 447, 448, 449, 450 and 451, separately. Presented 9th January, 1907.—*Mr. Henderson*..... ....*Not printed.*

75. Report of the Commissioner, Dominion Police Force, for the year 1906. Presented 9th January, 1907, by Hon. A. B. Aylesworth..... ....*Not printed.*

76. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all writs, forms and instructions issued and used in and for the purposes of the elections for the constituency of London, in the year 1905, and for the elections for the constituencies of East Elgin and North Bruce, in the year 1906. Presented 9th January, 1907.—*Mr. Barker* ....*Not printed.*

77. Return to an order of the House of Commons, dated 18th April, 1906, for a copy of all petitions, memorials, reports, letters, documents, correspondence and papers, setting forth or relating or referring to the necessity of improved aids to navigation, and of the life-saving vessels or appliances on the Pacific coast. Presented 9th January, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

78. Return to an order of the House of Commons, dated 18th April, 1906, for a copy of all reports, findings and recommendations of any officer, court of inquiry or commission, respecting the loss of any steamship or vessel on the Pacific coast during the past six years, except such as have already been published in the Annual Report of the Department of Marine. Presented 9th January, 1907.—*Mr. Borden (Carleton)*..... .... *Not printed.*

79. Return to an order of the House of Commons, dated 21st March, 1906, showing: How many wrecks there were on the Pacific coast in Canadian waters in 1900, 1901, 1902, 1903, 1904, 1905, and in 1906, up to date, British and foreign; number of lives lost in each wreck; the total financial loss in ships and cargoes; the inquiries made by the government into the causes of such wrecks; the causes given for such wrecks; the results of reports made of such investigations, as to hulls or machinery, by the British Columbia inspectors; the port of registry of each vessel wrecked; the age of each ship. Presented 9th January, 1907.—*Mr. Smith (Nanaimo)*.....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

80. Return to an order of the House of Commons, dated 10th December, 1906, showing : The quantity of oil from the wells of the Memramcook and Dover, sold and delivered to the Intercolonial Railway, between the 1st of January, 1904, and the 31st of March, 1906 ; such statement to set forth in detail the dates, quantity, price, and total value of each of such shipments. And further for a similar statement giving like information in respect of all other oil purchased from or through the agency of the New Brunswick Petroleum Company, being the output of other wells than those herein above specified. Presented 9th January, 1907.—*Mr. Barker*.....*Not printed.*

81. Return to an order of the House of Commons, dated 10th December, 1906, showing : All sums paid from 1st January, 1904, to date, to George H. Cochrane, of Moncton, for supplies furnished or services rendered the Intercolonial Railway ; such statement in respect of each item in every such transaction, when and by whom the order was given, nature of and the quantity of goods furnished, character of services rendered, prices paid, and the names of the parties who certified to the correctness of his account. Presented 9th January, 1907.—*Mr. Barker*.....*Not printed.*

82. Return to an order of the House of Commons, dated 18th December, 1906, giving comparative statement of the standard passenger tariff in force on the Intercolonial Railway in 1904, and that in force at the present time, said statement to be so arranged as to show the former and present passenger rates in convenient form for purposes of comparison, in each of the following cases : 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg ; (*b*) to Halifax, (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine. 2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John ; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton. 3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to Ste. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscal, to Metapedia ; (*b*) to Drummondville, to Ste. Rosalie, to Montreal. Presented 9th January, 1907.—*Mr. Ames*.....*Not printed.*

83. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all reports, investigations, orders, or correspondence, since 1st January, 1905, dealing with or touching upon alleged misconduct or remissions of duty on the part of (*a*) I. L. Burrill, paymaster on the Intercolonial Railway ; (*b*) Moses Tracey, inspector of car cleaners ; (*c*) Bruce McDougall, of the Intercolonial Railway Audit Office, Moncton ; together with a copy of the rules and regulations in force since above date, and at the present time, with reference to the employees of the Intercolonial Railway. Presented 9th January, 1907.—*Mr. Barker*.....*Not printed.*

84. Return to an order of the House of Commons, dated of 28th November, 1906, for a copy of the report furnished to the government by Messieurs Brunet and Duff, of Montreal, regarding the water-powers on the Lachine Canal. Presented 9th January, 1907.—*Mr. Monk*.....*Not printed.*

85. Return to an order of the House of Commons, dated 10th December, 1906, showing, by means of a comparative statement, the difference in rates charged, in respect of the ten classes of articles most largely carried, under the standard freight tariff in force during 1904, and that in force at the present time upon the Intercolonial Railway, from station to station, as hereinafter specified : 1. From Truro (*a*) to Hopewell, to New Glasgow, to Pictou, to Antigonish, to Port Mulgrave, to Grand Narrows, to Sydney, to Glace Bay, to Louisburg ; (*b*) to Halifax : (*c*) to Londonderry, to Amherst, to Sackville, to Shediac, to Moncton, to Cape Tormentine. 2. From Moncton (*a*) to Salisbury, to Sussex, to Norton, to St. John ; (*b*) to Kent Junction, to Weldford, to Newcastle, to Dalhousie, to Campbellton. 3. From Lévis (*a*) to Berthier-en-bas, to St. Thomas de Montmagny, to Ste. Anne de la Pocatière, to River du Loup, to Rimouski, to Causapscal, to Metapedia ; (*b*) to Drummondville, to Ste. Rosalie, to Montreal. Presented 9th January, 1907.—*Mr. Ames*.....*Not printed.*

86. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1905, to the 1st October, 1906. Presented 9th January, 1907, by Hon. F. Oliver.....*Not printed.*

87. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all documents relating to the application of R. C. McCracken for the northeast quarter, section 36, township 35, range 16, west of the second meridian, province of Saskatchewan ; also Mr. McCann, for the northwest quarter of the same section. Presented 9th January, 1907.—*Mr. Barr*.....*Not printed.*

88. Return to an order of the House of Commons, dated 17th December, 1906, showing : 1. The names, ages, sexes and parentage of children attending Muscoweguan's Indian boarding school, specifying whether treaty or non-treaty Indians, the band they belong to, and whether parents alive or not. 2. Amount of government grants made to the school during the years 1904, 1905 and 1906. 3.

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Amount of treaty money paid to Muscoweguan's band at the last payments, to what Indians were the payments made, and the number of children belonging to each. Presented 9th January, 1907.—*Mr. Lake* ..... *Not printed.*

89. Return to an order of the House of Commons, dated 5th December, 1906, for: 1. A copy of the evidence taken at the investigation promised by the Minister of the Interior at the last session of parliament into the conduct of W. T. R. Preston, Commissioner of Immigration in England; together with copies of all letters, documents, and papers, in any way relating thereto. 2. Copy of the report of the party or parties who held the investigation which was promised by the Honourable Mr. Oliver, Minister of the Interior, when the matter of the dismissal of Mr. W. T. R. Preston was under discussion at the last session of parliament. 3. Of all correspondence between W. T. R. Preston and any member of the government, or any department thereof, with reference to his present appointment. 4. And showing what government position W. T. R. Preston now holds, what his duties are, what salary he gets, what living and travelling expenses he is allowed. Presented 9th January, 1907.—*Mr. Wilson (Lennox and Addington)* ..... *Not printed.*

90. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and other documents and papers, touching, relating to or concerning the grant by or on behalf of the government of Canada, of any lands in Southern Alberta, under conditions contemplating or requiring the construction of irrigation works, and all such documents as aforesaid relating to any concession or grant of about 380,575 acres of land to the Robins Irrigation Company. Presented 9th January, 1907.—*Mr. Borden (Carleton)* ..... *Not printed.*

90*a*. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, papers and correspondence in connection with the sale of 380,600 acres, more or less, of land in Southern Alberta, to the Robins Irrigation Company; and the list of shareholders of the company, and its officers. Presented 10th January, 1907.—*Mr. Borden (Carleton).* *Not printed.*

90*b*. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all documents relating to the application of, (*a*) J. T. Robins, for land in townships 10, 11 and 12, ranges 7, 8, 9, 10, 11, 12, west of the 4th; and (*b*) E. H. Cuthbertson, for land in townships 11, 12, 13, ranges 7, 8, 9. 10, 11 and 12, west of the 4th, for purposes of irrigation. Presented 10th January, 1907.—*Mr. Ames* ..... *Not printed.*

91. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, relating to, (*a*) the granting of grazing lease No. 2013, issued to J. D. McGregor, and of grazing lease No. 2014, issued to A. E. Hitchcock; (*b*) the assignment of said lease privileges to, or the enjoyment of the same, by the Grand Forks Cattle Company; (*c*) and further transfer or sale of said privileges by the Grand Forks Cattle Company; (*d*) all transactions between the government and the assigns of the Grand Forks Cattle Company. Presented 9th January, 1907.—*Mr. Ames* ..... *Not printed.*

91*a*. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (*a*) the granting of grazing lease No. 2009, issued to C. E. Hall; (*b*) the enjoyment of said lease privileges by C. E. Hall; (*c*) the assignment of the same to the Milk River Cattle Company; (*d*) the enjoyment of the same by the Milk River Cattle Company; together with a statement showing all amounts received by the government by way of rentals, bonuses, or otherwise, from each of the parties herein above-mentioned, with date, amount, and object of each such payment. Presented 9th January, 1907.—*Mr. Ames.* *Not printed.*

91*b*. Return to an address of the House of Commons, dated 3rd December, 1906, for a copy of all orders in council, leases, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, and other documents and papers, touching, relating to, or concerning, (*a*) the granting of grazing lease No. 2059, issued to H. P. Brown, of Grand Forks, Montana; (*b*) the assignment of said lease privileges to the Galway Horse and Cattle Company; and the enjoyment thereof by said company; (*c*) the further assignment of said lease privileges by the Galway Horse and Cattle Company to John Cowdry, of Macleod, and his enjoyment of the same, together with a statement showing all rentals or bonuses received by the government from any of the above parties, with date, amount, and purpose of each payment. Presented 9th January, 1907.—*Mr. Ames* ..... *Not printed.*

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91*c*. Return to an address of the House of Commons, dated 9th January, 1907, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence and documents of every description, relating to or treating of (*a*) the granting of a closed grazing lease to Brown, Bedingfield, *et al*; (*b*) the enjoyment of and the payment for the privileges granted under said lease. Presented 7th February, 1907.—*Mr. Ames*.....*Not printed.*

91*d*. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all applications for the lease of grazing lands within the provinces of Alberta and Saskatchewan, between the 1st day of February, 1905, and the 1st day of August, 1905. Presented 19th April, 1907.—*Mr. McCarthy (Calgary)*.....*Not printed.*

92. Return to an order of the House of Commons, dated 28th November, 1906, showing: 1. All sums of money paid to the North Atlantic Trading Company, or on their order, to 1st November, 1906, with dates, sums, and names of persons to whom paid. 2. All correspondence between the North Atlantic Trading Company and the government, or any member thereof, or any department, since 1st January, 1906. Presented 9th January, 1907.—*Mr. Wilson (Lennox and Addington)*..*Not printed.*

92*a*. Return to an order of the House of Commons, dated 17th December, 1906, showing: 1. All claims made on the government by the North Atlantic Trading Company, since the 31st March, 1906. 2. All amounts paid to the said North Atlantic Trading Company by the government of Canada, (*a*) on account of bonuses; (*b*) on account of disbursements, since the 31st March, 1906. 3. A copy of all correspondence had by the government with the said North Atlantic Trading Company since the 31st March, 1906, up to the 1st December, 1906, and of all letters and accounts received from the said company between the above dates. Presented 15th January, 1907.—*Mr. Monk*....*Not printed.*

92*b*. Report of C. H. Beddoe, accountant of the Department of the Interior, of an audit of the books and accounts of the North Atlantic Trading Company. Presented 1st March, 1907, by Hon. F. Oliver. *Printed for both distribution and sessional papers.*

92*c*. Extract from a Report of the Privy Council, approved by the Governor General on the 19th February, 1907, respecting continental immigration and certain commissions to steamship booking agents. Presented 14th March, 1907, by Hon. F. Oliver.....*Not printed.*

93. Return to an order of the House of Commons, dated 10th December, 1906, showing: All sums paid or credits given by the Record Foundry Company, of Moncton, in respect of purchases from the Intercolonial Railway of scrap iron, copper, babbit metal, lead, sheet lead, and scrap metal of every description, between 1st January, 1904, and 31st March, 1906; said statement to further show date and amount of every such transaction, character, quantity and price per pound, of material purchased and whether and in what instances the same has been offered in public competition or sale by tender. Presented 9th January, 1907.—*Mr. Barker*.....*Not printed.*

94. Return to an order of the House of Commons, dated 14th May, 1906, for a copy of all correspondence, reports, documents and papers relating to any dealings, transactions or negotiations between the government and any company, association, syndicate, or any person or persons on behalf of any company, association or syndicate, who have purchased or acquired, or arranged to purchase or acquire, public lands from the government since 1898; also a statement giving the names, head offices and addresses of the said respective companies, associations and syndicates, together with the amount of land purchased, acquired, or arranged to be purchased or acquired, and the price paid or agreed upon; also a statement giving the names, addresses and occupations of any person or persons, other than companies, associations or syndicates, who have purchased or acquired, or arranged to purchase or acquire, public lands from the government since 1st January, 1898, in areas of more than 160 acres in each instance, and a statement of the area of such lands in each instance; also a copy of all correspondence with such persons, and all documents and papers relating to the sale or disposal of such lands. Presented 10th January, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

95. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, instructions, reports, letters, telegrams, correspondence and other papers of every kind relating to the negotiations for the Songhees Indian Reserve, and especially all such papers as aforesaid relating to the recent mission of Mr. Pedley, Deputy Superintendent General of Indian Affairs, to the province of British Columbia. Presented 11th January, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

96. Return to an order of the House of Commons, dated 10th December, 1906, showing the following data: (1) The name of the present homesteader on southeast quarter, section 12, township 30, range 2, west of 5th meridian; (2) date of his entry; (3) by whom it was made; (4) where was it

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made; (5) who was the first to make homestead entry therefor; (6) by whom was the first entry cancelled; (7) who was the next applicant, and what was the date of the application; (8) the names of any other applicants, if any, for this homestead, and the dates of application; all correspondence in regard to this quarter-section. Presented 11th January, 1907.—*Mr. Hughes (Victoria).*

Not printed.

97. Return to an order of the House of Commons, dated 9th May, 1906, showing in detail for each year, from 1886 to 1906, inclusive; 1. A statement of all goods supplied to Mr. Speaker's apartments, and to the various offices and apartments of the House of Commons, and the amounts paid therefore. 2. All inventories of goods in Mr. Speaker's apartments, and in the various offices and apartments of the House of Commons, taken by the Sergeant-at-Arms, as keeper of the furniture and fittings of the House, or other officers of the House, and any report of the Clerk, Sergeant-at-Arms, or other officer of the House, with reference thereto, the goods supplied, their condition, and the character and disposition of the same. 3. A copy of all correspondence had between Mr. Speaker and any member of the Internal Economy Commission, the Clerk of the House, the Sergeant-at-Arms, or any other officer of the House of Commons, and the Auditor General, in reference to the purchase, payment, checking, distribution, replenishing, disposal, condition and character of the same. 4. A copy of all resolutions passed by the Commission of Internal Economy in reference to the above matters. Presented 11th January, 1907.—*Mr. Belcourt.* ..... *Not printed.*

98. Return to an address of the Senate, dated 5th June, 1906, for: 1. A copy of the petitions signed by the citizens of Quebec protesting against the choice of the place where Sir Charles Ross has built his rifle factory. 2. A copy of the petitions sent by certain persons asking the government to increase the land placed at the disposition of Sir Charles Ross. 3. A copy of the plan of the land placed at the disposition of Sir Charles Ross. 3. A copy of the plan of the land leased by the government to Sir Charles Ross for the purpose of his rifle factory. Presented 6th December, 1906.—*Hon. Mr. Landry* ..... *Not printed.*

98*a*. Return to an order of the House of Commons, dated 23rd January, 1907, for copies of all documents and all correspondence concerning the erection of the Ross rifle factory on the Plains of Abraham, Quebec. Presented 14th March, 1907.—*Mr. Lavergne (Montmagny)* ..... *Not printed.*

98*b*. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all contracts between the Ross Rifle Company and the government, or Department of Militia, for the supply of rifles, ammunition or other articles, and all orders in council, correspondence, reports, documents and papers, relating to such contracts, or to the subject-matter thereof, and to the operations of the company and its dealings with the government, or any department thereof, including the Department of Customs. Presented 14th March, 1907.—*Mr. Worthington.* . *Not printed.*

98*c*. Return to an address of the Senate, dated 27th November, 1906, for a copy of all correspondence exchanged between the government and the Ross Rifle Company or any other association or military body or any person whomsoever, or between the various departments of the government on the subject of the Ross rifle, of the inspections which it has undergone, of the improvements which have been suggested, of the complaints which have been made, or of the reports which have been made. Presented 13th March, 1907.—*Hon. Mr. Landry* ..... *Not printed.*

98*d*. Supplementary return to No. 98*b*. Presented 3rd April, 1907. ..... *Not printed.*

98*e*. Supplementary return to No. 98*c*. Presented (Senate) 4th April, 1907 ..... *Not printed.*

99. Revised Statutes of Canada, 1906, volumes 1, 2 and 3. Presented 14th January, 1907, by Hon. A. B. Aylesworth ..... *Printed separately.*

100. Return to an order of the House of Commons, dated 9th January 1907, showing: The imports by provinces into Canada for home consumption, from the United States, and the exports of the same from Canada to the United States, and the duty on the same, giving the present Canadian duty and the United States duty, for the past twelve months, ending 1st October, 1906, on the following agricultural articles: Live pork, cattle, horses, beef and pork dressed, beans, corn, barley, buckwheat, peas, wheat, sugar, beets, eggs, hay, butter, cheese, apples, evaporated or otherwise, vegetables, green peas, tomatoes, peaches, plums, pears, including all canned vegetables, and lard, and tobacco, raw. Presented 15th January, 1907.—*Mr Clements* ..... *Not printed.*

101. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all correspondence between the Marine Department and the provincial government of British Columbia, or any member thereof, concerning the building of a road or trail along the coast line of Vancouver Island, for the purpose of lending assistance to distressed mariners. Presented 15th January, 1907.—*Mr. Smith (Nanaimo)* ..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

102. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all correspondence and papers in connection with the investigation into the provisioning of government steamer *Kestrel*, during the year 1905, and a copy of the report of the investigation. Presented 15th January, 1907.—*Mr. Foster* ..... *Not printed.*

102*a*. Return to an order of the House of Commons, dated 14th January, 1907, for a copy of all letters, telegrams, reports, memoranda and other documents and papers, respecting supplies purchased or ordered for or in connection with the government steamer *Kestrel*, from January 1st, 1903, up to the present time, including all correspondence between any department, officer or agent of the government, and the captain of the said steamer. Presented 12th April, 1907.—*Mr. Reid (Grenville).* *Not printed.*

103. Return to an order of the House of Commons, dated 10th December, 1906, showing the local and general tariffs of each and every through transportation line, railway or steamship line, giving in detail the rates upon each class of commodity from station to station; and also upon commodities passing through Canada, or from Canada to foreign countries, or to Great Britain and Ireland. Presented 17th January, 1907.—*Mr. Hughes (Victoria)*..... *Not printed*

104. Return to an order of the House of Commons, dated 3rd December, 1906, showing for five years past the annual shipments across the Atlantic of: butter, cheese, apples, pears, other fruits and other products, classifying them (*a*) in cold storage; (*b*) in cool air compartments; (*c*) in ordinary storage. Presented 17th January, 1907.—*Mr. Smith (Wentworth)*.. ..... *Not printed.*

105. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, reports, letters, telegrams, correspondence, memoranda and other documents and papers, relating to or in any way touching the purchase or acquisition of land in or near the city of Halifax, since 1st January, 1902, for the purpose of constructing thereon a round-house or machine shop. Presented 17th January, 1907.—*Mr. Barker*. ..... *Not printed.*

106. Return to an address of the Senate, dated 19th June, 1906, for copies of all correspondence between the Imperial authorities and the government of Canada relating to the uniform to be worn upon state occasions by privy councillors of the cabinet, privy councillors not of the cabinet, deputy heads of departments, and by any other of the government officials. Presented 16th January, 1907.—*Hon. Mr. Landry* ..... *Not printed*

107. Return to an address of the Senate, dated 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the town of Glace Bay, Nova Scotia, between any member of the government and all other parties; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites. Presented 16th January, 1907.—*Hon. Mr. McDonald (Cape Breton)* ..... *Not printed*

108. Return to an address of the Senate, dated 5th December, 1906, for a copy of all the correspondence exchanged between the department of marine and fisheries, or any person or any company whatsoever on the subject of the stranding at Matane of the steamer *Kensington*, as well as of the inquiry which has been made into this subject and of the judgment rendered by the commissioner making the inquiry. Presented 16th January, 1907.—*Hon. Mr. Landry*..... *Not printed.*

109. Return to an address of the Senate, dated 28th November, 1906, of imports of oxide of aluminum for the years 1903, 1904, 1905 and to date, 1906, with values. Presented 16th January, 1907.—*Hon. Mr. Domville* ..... *Not printed.*

109*a*. Return to an order of the Senate, dated 28th November, 1906, giving the amount of aluminum exported for the years 1903, 1904, 1905 and to date, 1906, with values. Presented 16th January, 1907.—*Hon. Mr. Domville*..... *Not printed.*

110. Supplementary return to an order of the House of Commons, dated 14th March, 1906, showing, in the case of every homestead against which, during the years 1904 and 1905, a report of non-compliance with the law, or a demand for cancellation has been received by the Dominion land office or offices; giving (*a*) the location of said quarter-section, range, township, and meridian; (*b*) the name and address of the party by whom the original entry was made; (*c*) the name and address of the party or parties (if there have been several) who endeavoured to lodge cancellations; (*d*) the reason alleged by complainaints why cancellation of entry should be allowed; (*e*) whether warning of threatened cancellation was served upon the alleged delinquent; (*f*) the action taken by the department in each case. Presented 21st January, 1907.—*Mr. Ames*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

111. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, agreements, contracts, reports, telegrams, letters, and other documents, relating to any agreement between the government, or any department of the government, and Mr. W. A. D. Lees, or any other person or persons, for fencing a part or tract of land near Fort Saskatchewan, in Alberta; and all such documents and papers aforesaid, relating to the maintenance of such fence. Presented 21st January, 1907.—*Mr. Roche (Marquette)*..... ....*Not printed.*

112. Return to an order of the House of Commons, dated 17th December, 1906, for a copy of the ordinance or regulation of the Canadian militia by which young men following the three months' short course, day attendance, are stipulated as having no right to any indemnity for their services; also a copy of the ordinance or regulation of the Canadian militia by which young men from the country are not entitled to any pay for provisionary course, night attendance. Presented 21st January, 1907.—*Mr. Robitaille*..... ....*Not printed.*

113. Extract from a Report of the Committee of the Privy Council, approved by the Governor General on the 24th day of December, 1906, in relation to the leasing of the Beauharnois Canal, in order to its utilization for the development of electricity for lighting and industrial purposes. Presented 21st January, 1907, by Sir Wilfrid Laurier ....*Not printed.*

114. Return to an order of the House of Commons, dated 14th January, 1907, showing: 1. All amounts which have been since 1st July, 1904, expended, chargeable to capital account, upon the strengthening of bridges along the line of the government railways. 2. The estimated cost of each work, which it is proposed to carry on during the fiscal year 1907-8. Presented 21st January, 1907.—*Mr. Crocket*..... .... *Not printed.*

115. Return to an order of the House of Commons, dated 14th January, 1907, for a copy of all correspondence, petitions and other papers, addressed to, or received by the department of railways and canals, from any persons, organizations, or associations, asking for the institution of a system of annuities for employees on the Intercolonial Railway. Presented 21st January, 1907.—*Mr. Macdonald*..... .... *Not printed.*

116. Return to an order of the House of Commons, dated 26th March, 1906, for a statement containing the following information concerning the water-powers in the possession and under the control of the Dominion government. 1. The province and the locality within the province where the water-power is situated. 2. A summary of the report or reports made to the government on such water-power, if any report has been made, with date of the report and name of the party who has reported. 3. The power susceptible of being developed. 4. If under lease or alienated in any way, the name of lessee or purchaser, date, duration and condition of lease or purchase. 5. If under lease or alienated, whether public tenders were called for through the newspapers before lease or alienation took place. 6. If under lease or alienated, whether any report was sought and obtained by the government previous to such alienation, and by what officer such report was made to the government, and the purport of such report, as well as its date. 7. If under lease or alienation in any way, the amount due the government for rent or price of sale and arrears. 8. If under lease or alienated, whether the conditions of alienation have been fulfilled. Presented 21st January, 1907.—*Mr. Monk.*
Printed for both distribution and sessional papers.

116*a*. Return to an address of the House of Commons, dated 28th November, 1906, for: 1. A copy of the contract or agreement by which the government has leased or alienated the water-powers on the Soulanges canal; of the tenders, if any were invited, before the disposal of said water-powers; and of any and all correspondence concerning the said powers before the disposal of the same by the government. 2. A copy of the order in council disposing of said water-powers. 3. A copy of all transfers of said water-powers since the original alienation of the same; of all correspondence relating to said transfers; and of orders in council authorizing or ratifying said transfers. 4. A copy of all reports and estimates in the possession of the government in regard to the extent and value of water-powers on the Soulanges canal. Presented 14th February, 1907.—*Mr. Monk*....*Not printed.*

116*b*. Return to an order of the House of Commons, dated 10th December, 1906, showing: (1) The water-powers, and location of same, along the Trent Canal waterways, still in possession of the government of Canada; (2) those along tributary waters under the same control; (3) the water-powers that have been leased, or otherwise disposed of; (4) the terms in each case; (5) the nature of the title in each instance. Presented 14th February, 1907.—*Mr. Hughes (Victoria)*.....*Not printed.*

116*c*. Return to an order of the House of Commons, dated 27th February, 1907, for copies of all reports and other papers in connection with the choice of the eastern outlet for the Trent Valley Canal. Presented 27th February, 1907.—*Mr. Emmerson* . ... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

116*d*. Report of E. J. Walsh, C.E., Engineer in charge of the surveys on the Trent Valley Canal, from Lake Simcoe to Georgian Bay, accompanied by plans, profiles and estimates. Presented 15th March, 1907, by Hon. H. R. Emmerson..... *Not printed.*

117. Return to an order of the House of Commons, dated 5th December, 1906, for a copy of all letters, telegrams or documents of any description, relating to, (*a*) the appointment of Mr. F. W. Aylmer to the position of resident engineer of the Dominion Public Works at Winnipeg; and (*b*) his resignation of said position, together with all letters, telegrams, &c., interchanged between Mr Aylmer and any official of the public works department, in this connection. Presented 21st January, 1907.—*Mr. Ames*..... *Not printed.*

118. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all correspondence, tenders, offers of lease or purchase or occupation, of water powers under the control of the government of Canada, and of any deed of alienation of the same, whether by lease or otherwise, situate within one hundred miles of the city of Montreal. Presented 21st January, 1907.—*Mr. Monk*..... *Not printed.*

119. Return to an order of the House of Commons, dated 9th January, 1907, for a copy of all papers and correspondence in connection with registered letters lost between Bethany and Millbrook, and other points in the county of Durham; more especially concerning a letter posted by one Joseph Hadden, of Bethany, to the Bank of Toronto, at Millbrook. Presented 24th January, 1907.—*Mr. Ward.* *Not printed.*

120. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all thermograph records of temperature on ocean-going vessels taken during the past season; stating names of vessel, and date of sailing, and port from whence sailing; also, stating if in cold storage chambers, cool air chambers, ventilated chambers, or unventilated chambers; also, in case of ventilated chambers, stating the method of ventilation. Presented 24th January, 1907.—*Mr. Smith (Wentworth).* *Not printed.*

121. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of: 1. All reports made from time to time by the officers of the topographical surveys branch of the department of the interior, in reference to land in townships 10, 11, 12 and 13, ranges 7, 8, 9, 10, 11, 12 and 13, west of the 4th, and townships 7, 8 and 9, ranges 8, 9, 10 and 11, west of the 4th. 2. Orders in council dated the 13th December, 1886, and 21st December, 1897, setting apart certain lands, viz.: those portions of the south half of section 7, the northwest quarter of section 9, and section 21, lying south and east of the river, township 12, range 12; that part of section 35 lying south and east of the river, township 11, range 13, and those portions of sections 1 and 2, lying east of the river in township 12, range 13, all west of the 4th meridian, as reserved for watering of stock. 3. Report of inspection referred to in order in council of 21st December, 1903, showing that the land referred to in orders in council dated 13th December, 1886, and 21st December, 1897, were no longer required for the purpose for which they were reserved. 4. All other reports made from time to time to date by officers of the department of the interior regarding the character and fertility of the soil, climate, rainfall, water supply, or topographical features of the area, or any part of the area described in paragraph 1 of this resolution. Presented 28th January, 1907.—*Mr. Ames*..... *Not printed.*

122. Orders in Council authorizing the granting of permits to foreigners and foreign corporations to bring fresh fish in American bottoms to any port in British Columbia, to land such fresh fish at such port without payment of duties and tranship the same in bond to any part of the United States of America, &c. Presented 28th January, 1907, by Sir Wilfrid Laurier..... *Not printed.*

123. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all correspondence between the government, or any member or official thereof, and any member of the Royal Insurance Commission, or Mr. Shepley, K.C., or Mr. Tilley, barrister, or any other person employed by or on behalf of the government, relating in any way to the work of the commission, to the subjects and methods of conducting the inquiry, to suggestions as to what witnesses be called, what information be sought, and from whom; together with any reports received or transmitted in reference to the above; and also, for a copy of all instructions issued by the government, or any member thereof, to the commission, or any counsel employed thereat. Presented 29th January, 1907.—*Mr. Borden (Carleton)*..... *Not printed.*

123*a*. Report of the Royal Commission on Life Insurance. Presented 26th February, 1907, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

123*b*. Supplementary return to 123*a*. Memorandum of exhibits by companies. Presented 6th March, by Hon. W. S. Filding..... *Printed for both distribution and sessional papers.*

123*c*. Supplementary Report of the Royal Commission on Life Insurance..... *See No. 123b.*

123*d*. Return to an address of the Senate dated 14th March, 1907, for the papers referred to as Exhibits Nos. 682, 686, 688, 737, 738, 740, and 741, in Sessional Paper No. 123*b*, being a supplementary return laid on the table of this house during the present session of parliament. Presented 4th April.—*Hon. Mr. Ferguson*..... *See No. 123b.*

124. Return to an address of the Senate, dated 16th January, 1907, showing: The tenders called for the supply of sleepers for any part whatsoever of the Transcontinental Railway by the Commissioners of the Transcontinental Railway. Who are the tenderers. What are the prices asked by each of them. Who obtained the contract. At what price and for what quantity. Has the contractor begun the execution of his contract. What quantity has he delivered up to this date. To whom, and at what place. What amount of money has he received in payment. Presented 24th January, 1907.—*Hon. Mr. Landry*..... *Not printed.*

125. Return to an order of the House of Commons, dated 18th December, 1906, for a copy of all correspondence between the five companies and the one individual whose hydraulic mining leases were cancelled during the past year, and the government, or any department thereof. Presented 29th January, 1907.—*Mr. Roche (Marquette)*..... *Not printed.*

126. Return to an order of the House of Commons, dated 16th January, 1907, for a copy of all papers and correspondence during the past year in connection with the leasing of any lands adjacent to Lake Manitoba for sporting or other purposes. Presented 29th January, 1907.—*Mr. Schaffner*..*Not printed.*

127. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all correspondence between the government of Canada and the government of Australia, or any officials thereof, with reference to tariff preferences between the two countries; and all orders in council in reference thereto, for the years 1904, 1905, 1906. Presented 29th January, 1907.—*Mr. Borden (Carleton)*..... *Not printed.*

128. Return to an order of the House of Commons, dated 3rd December, 1906, showing the number of acres of Indian lands sold in each year since 1896, with the price received per acre, and where selected in each case; a statement of the manner in which said lands were sold in each case per acre, whether by public tender or private sale. If sold by tender, in how many papers were advertisements printed, in each case; also, giving the number of days from first appearance of such notice until tenders were closed, in each case; the amount paid the Indians, the expenses connected with the sales, and where the balance of these sales was deposited; also, a copy of all leases given by this government of Indian lands in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, since 1896; with a statement showing how such lands were leased, either by public tender or by private arrangement. Presented 29th January, 1907.—*Mr. Armstrong.*
Not printed.

129. Return to an order of the House of Commons, dated 9th January, 1907, showing: 1. How many cheese curing buildings in all have been erected or provided by the government. 2. Where they are located. 3. The cost of each one, including care, and any other expense or expenses in connection therewith. 4. The charge, if any, made to the users of them. 5. What amount the government paid for transporting cheese from the factory to the curing rooms. The cost in connection with each factory, and the aggregate of all such costs up to date. 6. Who paid the charge for transportation from curing room when shipping; and if paid by the government, the aggregate of such costs to date. 7. The number of cheese manufacturers who have taken advantage of these curing rooms, and how many cheese have been stored by each, year by year, and the length of time each consignment has remained in the curing room. 8. The intention of the government to continue the use of these curing rooms for the future, or to extend them. 9. What disposition is to be made of those now owned by the government. Presented 1st February, 1907.—*Mr. Sproule*....*Not printed.*

130. Return to an order of the House of Commons, dated 12th December, 1906, for a copy of all papers, and correspondence between the department of marine and fisheries and any person or persons, with reference to the sending of assistance and lifeboats to the relief of vessels recently wrecked on the north side of Prince Edward Island; and also papers and correspondence with reference to establishing life-saving stations and appliances at different points around the coast of Prince Edward Island. Presented 4th February, 1907.—*Mr. Lefurgey*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

131. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence and documents on file referring to the sale of any timber upon what is known as the "Light House" reserve, on Hope Island, in the Georgian Bay. Presented 4th February, 1907.—*Mr. Bennett*.....*Not printed.*

132. Copies of all correspondence between the Clerk of the Senate, and the Department of the Auditor General, and that of the Department of Justice, relating to the payment of sessional indemnity and travelling expenses to senators. Presented 1st February, 1907, by the Hon. The Speaker.
Not printed.

133. Pay and Allowances Regulations for the Canadian militia, to have effect from the 1st January, 1907. Presented 6th February, 1907, by Sir Frederick Borden.....*Not printed.*

134. Return to an order of the House of Commons, dated 30th January, 1907, for a copy of all accounts, vouchers, correspondence, documents and papers relating to the purchase of supplies forwarded or intended to be forwarded to Kingston, Jamaica, for the relief or assistance of sufferers from the recent disaster in that city. Presented 6th February, 1907.—*Mr. Taylor*.....*Not printed.*

135. Return to an address of the Senate, dated 23rd February, 1907, asking for the production before the house of all papers, orders, rules, charges, reports of inquiries, evidence, and judgment rendered, by any council of war or court-martial whatsoever, concerning a soldier of the ordnance corps by the name of Télesphore Roy, at Quebec, accused and found guilty of any offence whatsoever, and sentenced on that account to cells and hard labour; together with all documents relating to this matter, before and after the charge and the judgment of the military court; the names of the complainant, of the officers who sat on the court-martial, of the defender of the accused, of those who confirmed the judgment; and a copy of the record upon which were based both the judgment of the court martial and the confirmation by superior authority of the judgment rendered. Presented 6th February, 1907.—*Hon. Mr. Landry*.....*Not printed.*

136. Return to an address of the House of Commons, dated 10th December, 1906, for a copy of all orders in council, contracts, reports of experts or officials, and of all correspondence relating to the adoption and purchase of 250 subtarget guns, by the department of militia, and especially all letters passing between the Ontario Sub-Target Company (Limited), Mr. J. H. Jewell, Mr. Hartley Dewart, K.C., or any director or shareholder of the Sub-Target Company, and the Minister of Militia, or his private secretary, in reference to purchases or contracts, or agreements to purchase, either proposed or consummated, and payments made thereon or in pursuance thereof. Presented 7th February, 1907.—*Mr. Foster*.....*Not printed.*

136*a*. Supplementary return to No. 136. Presented 20th March, 1907.....*Not printed.*

137. Return to an address of the House of Commons, dated 30th January, 1907, for a copy of documents relating to the Metlakatla Indian Reserve, that is to say, a certain agreement with the province of Prince Edward Island in or about the year 1876, and mentioned in an order in council bearing date 2nd April, 1906, the said order in council and all recent correspondence dealing with the reserve. Presented 7th February, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

138. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, agreements, valuations, reports, memoranda, letters, telegrams, correspondence, documents and papers, in connection with the sale or grant by the government of Canada, or any department thereof, since 1st January, 1905, of any public lands or public domain, other than to actual settlers. Presented 7th February, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

139. Return of the names of all persons appointed to or promoted in the Civil Service of Canada, during the calendar year 1906. Presented 14th February, 1907, by Sir Wilfrid Laurier.....*Not printed.*

140. Return to an address of the House of Commons, dated 28th January, 1907, for a copy of all orders in council, rules or regulations governing the operation and management of the Government Printing Bureau. Presented 14th February, 1907.—*Mr. Verville*.....*Not printed.*

141. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence concerning the retirement from office of Mr. Talbot, late postmaster at Cannington, Ontario. Presented 14th February, 1907.—*Mr. Hughes (Victoria)*.....*Not printed.*

142. Return to an order of the House of Commons, dated 30th January, 1907, showing what life-saving stations are maintained on the sea coasts and inland waters of Canada, when the same were erected, respectively, and at what cost, respectively, and the cost of maintenance of each of same, during the last ten years. Presented 14th February, 1907.—*Mr. Boyce*.....*Not printed.*

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143. Return to an address of the House of Commons, dated 30th January, 1907, for a copy of all papers, memorials, memorandums, documents and correspondence between the provincial assembly and provincial government of Manitoba, and the Dominion Parliament and Dominion Government during the past ten years, in reference to the extension of the boundaries of Manitoba. Presented 18th February, 1907.—*Mr. Roche (Marquette)*..... *Not printed.*

144. Despatches and orders in council relative to Colonial Conference, 1907, from 20th April, 1905, to 15th February, 1907. Presented 18th February, 1907, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

145. Return to an address of the House of Commons, dated 28th January, 1907, for a copy of all orders in council, letters, papers, correspondence and documents relating to or connected with the resignation of Mr. Alexander Henderson as judge of the county court of British Columbia. Presented 18th February, 1907.—*Mr. Borden (Carleton)*..... *Not printed.*

146. Return to an order of the House of Commons, dated 6th February, 1907, showing the number of persons employed in the House of Commons, (*a*) as permanent employees, and in what capacity; (*b*) as sessional employees, and in what capacity; (*c*) the salary of each such employee; (*d*) the name of each employee of the house, or connected with the service of the house, as translators or otherwise, not living at Ottawa; (*e*) where each employee lives, and what his salary or remuneration is. Presented 18th February, 1907.—*Mr. Bergeron*..... *Not printed.*

146*a*. Return to an order of the House of Commons, dated 6th February, 1907, showing where all the clerical work of the House of Commons is done, (*a*) the ordinary routine work; (*b*) all the translation; (*c*) how much is paid to translators not living in Ottawa, or working at their homes in Ottawa, per day, or how paid; (*d*) how much was paid last year for all such services in the House of Commons. Presented 18th February, 1907.—*Mr. Bergeron*..... *Not printed.*

147. Copy of order in council respecting the landing of fresh fish in American bottoms and the purchase of supplies by such vessels, in ports of British Columbia,—and also copy of instructions to the collector of customs, Vancouver, B.C., respecting the same. Presented 19th February, 1907, by Hon. W. Paterson..... *Not printed.*

148. Return to an address of the House of Commons, dated 6th February, 1907, for a copy of all orders in council, reports, letters, telegrams, accounts, vouchers, documents and other papers since the 1st January, 1902, relating to the surrender of the whole or any portion of the Nipissing Indian Reserve. Presented 20th February, 1907.—*Mr. Taylor*..... *Not printed.*

149. Return to an address of the Senate, dated 29th of January, 1907, for copies of all reports received by the government or any member thereof, relating to the establishment of an experimental branch farm in Prince Edward Island, and any order in council made regarding the same; also a statement showing what tract of land, if any, has been purchased for the purposes of the said farm, where it is located, the number of acres acquired, the price paid for the same, and the name of the vendor. Presented 19th February, 1907.—*Hon. Mr. Ferguson*..... *Not printed.*

150. Return (in so far as the department of the interior is concerned) to an address of the House of Commons, dated 6th February, 1907, for a copy of all orders in council in connection with the land grants or subsidies to the following railways: The Manitoba and Southeastern Railway Company, the Lake Manitoba Railway and Canal Company, the Hudson Bay Railway Company, the Winnipeg and Great Northern Railway Company, and all other railways now part of The Canadian Northern Railway Company's system, west of the province of Ontario. Presented 21st February, 1907.—*Mr. McCarthy (Calgary)*..... *Not printed.*

151. Correspondence respecting the vacancy on the Bench of the Supreme Court of Nova Scotia. Presented 21st February, 1907, by Hon. A. B. Aylesworth..... *Not printed.*

152. A statement of the affairs of the British Canadian Loan and Investment Company, as on 31st December, 1906. Presented 22nd February, 1907, by the Hon. The Speaker..... *Not printed.*

153. Return to an order of the House of Commons, dated 6th February, 1907, showing: In respect of items "Locomotive and car shops, and land purchase at Moncton, $540,000" and "New machinery for locomotive and car shops, $72,500", in the Appropriation Act of 1906, Schedule B, page 29, all expenditures made thereunder up to December 31st, 1906, said statement to specify in respect of each payment, the date of the transaction, the nature of the goods supplied or service rendered, name of the person or company to whom the consideration was paid. Presented 25th February, 1907.—*Mr. Crocket*..... *Not printed.*

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154. Return to an order of the House of Commons, dated 21st January, 1907, for a copy of all reports, papers, surveys, estimates, correspondence and other documents, with reference to the proposed branch line from the Prince Edward Island Railway at or near O'Leary, to a point at or near West Cape. Presented 25th February, 1907.—*Mr. Lefurgey*..... .....*Not printed.*

155. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Bruce Harbour, in the county of Elgin, Ontario, since 1st January, 1905; also a return showing voucher pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving the names of overseers and when appointed, from same date. Presented 26th February, 1907.—*Mr. Marshall.* *Not printed.*

156. Return to an order of the House of Commons, dated 6th February, 1907, showing: 1. What government dredges operated in the maritime provinces during the years 1900-1, 1901-2, 1902-3, 1903-4, 1904-5, 1905-6. 2. At what ports or places in the maritime provinces dredging was carried on during said years, giving the name of the dredge operating in each place, the number of days each dredge was employed, and the number of cubic yards excavated at each place where dredging was carried on. 3. Where said dredges are at present. Presented 26th February, 1907.—*Mr. Sinclair.* *Not printed.*

157. Return to an address of the House of Commons, dated 28th November, 1906, for a copy of all orders in council, valuations, letters, telegrams, correspondence, memoranda, conveyances and other documents and papers, from the first day of January, 1900, to the present time, relating to the proposa to acquire lands at Truro, Nova Scotia, for the Intercolonial Railway, and especially all such documents as aforesaid relating to the acquisition of land purchased by the Crown from H. W. Yuill by deed bearing date on or about the 17th October, 1904; also a copy of conveyances bearing date in October, 1904, under which the said Yuill acquired the said property; also all reports touching the question of sites for the construction of a round-house at Truro. Presented 28th February, 1907.—*Mr. Borden (Carleton)*.. .....*Not printed.*

158. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What work the Railway Department ordered and performed at public expense to rail and ballast the whole or part of a branch railway from the Intercolonial Railway to the Wallace Quarries, Cumberland County, Nova Scotia, and what length was railed or ballasted. 2. From what point and for what distance the department conveyed ballast for the said work. 3. The length of said branch line. 4. Why the said branch line was not extended to Wallace Village, and what distance farther than constructed it would be necessary to build to give Wallace Village rail connection. 5. If the department hauls cars to said Wallace Quarries at public expense, and why it is done. 6. If shunting charge on the said branch line was cancelled, when it was cancelled, and for what reason. 7. At whose instance or request, or for whose benefit the above-mentioned work was done, and the shunting charge cancelled. 8. How much the department has expended for work on construction of said branch line. 9. Who the owners or operators of the said Wallace Quarries are. 10. What the freight rates collected by the department over the said branch lines are. 11. What similar or any concessions in the matter of construction, reduction of freight rates, or cancellation of shunting charges, to or in relation to any other quarries operated at or near Wallace have been granted by the department. 12. What other quarries operating at or near Wallace, and doing business over the Intercolonial Railway, are charged freight rates or shunting charges, or both, upon or in respect to any branch line used by them. 13. What companies are so operating, and what charges the department makes against them. 14. What owners or operators of the Wallace Quarries above-mentioned are related to the minister of railways, who they are, and how related. Presented 28th February, 1907.—*Mr. McLean (Queen's)*..... *Not printed.*

159. Return to an order of the House of Commons, dated 18th February, 1907, showing: Summary of stock, implements, chattels, grain, hay, roots, and all other kinds of fodder, and their value, on the first day of December, for the years 1905-1906 on the Central Experimental Farm, Ottawa. Presented 28th February, 1907.—*Mr. Jackson (Elgin).* .. ..*Not printed.*

160. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of the correspondence, telegrams, tenders, and engineer's estimate, in reference to letting the contract for the construction of extension pier at Port Daniel, in county of Bonaventure, on 30th May, 1904. Presented 1st March, 1907.—*Mr. Martin (Queen's)*..... .....*Not printed.*

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161. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Burwell Harbour, in the county of Elgin, Ontario, since 1st January, 1905; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date. Presented 1st March, 1907.—*Mr. Marshall.* *Not printed.*

162. Copy of Deed, Joseph H. Henderson *et ux* to His Majesty the King, for 34.78 acres of land in the city of Halifax, N.S., for the Intercolonial Railway. Presented 1st March, 1907, by Hon. H. R. Emmerson..... *Not printed.*

163. Return to an order of the House of Commons, dated 3rd December, 1906, showing: 1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust, (*a*) on capital account; (*b*) for arrears of interest. 2. The amount collected at each toll-gate belonging to the said Turnpike Trust during the year ending 31st December, 1905. 3. The names of all parties who have commuted their tolls, and the amount of commutation paid in each case. 4. The amounts expended on each section or road division under the control of said trust, during the said year, ending 31st December, 1905, and the contracts given out during the year, with the name of the contractor, and the date and amount involved in each case. 5. The amount paid out during the said year at each toll-gate and check-gate for salaries of day and night keepers, and other expenditures at each of the toll-gates maintained. 6. The names of all parties holding passes for free use of the road, under the control of said trust, during the said year. 7. The expense of the said trust during the said year, for rent, salaries of the office, giving name and remuneration of each official. 8. The actual indebtedness in detail of the said trust, outside of its bonds, due to the government of Canada. 9. The amount collected during the year 1905 from municipalities, under special agreements made, as their share, pro rata, of the bonded indebtedness of the Turnpike Trust. Presented 1st March, 1907.—*Mr. Monk*..... *Not printed.*

164. Return to an order of the House of Commons, dated 16th January, 1907, showing: 1. What amounts were paid into the office of the receiver general during the fiscal year 1905-1906 on account of contractors' deposits for security, and by what contractors these sums were paid. 2. The deposits forfeited to the government during the said fiscal year, names of the contractors and the amounts so forfeited. 3. Cheques received as security from contractors during the said fiscal year, held by the departments which received them, and from whom they were received. 4. The total amount now in the hands of the receiver general and of the several departments, respectively, belonging to this account. Presented 1st March, 1907.—*Mr. Foster*..... *Not printed.*

165. Return to an address of the House of Commons, dated 10th December 1906, (in so far as the department of customs is concerned), for a copy of all orders in council, correspondence, and all other papers, relating to the Standard Chemical Company (Limited), or Peuchen & Co., in its dealings with the Customs and Inland Revenue Departments, from the date of the incorporation of the said company to the present date. Presented 1st March, 1907.—*Mr. Robitaille*..... *Not printed.*

166. Return (in so far as the department of the interior is concerned) to an address of the Senate dated 7th February, 1907, calling for the orders in council of the 11th of May, 1885, and the 5th of March, 1895, allotting lands in the Northwest Territories under the authority of the Act of 1884, chapter 25, section 7, and all orders in council passed since 1895, relating to grants of lands for this purpose. Also copies of all contracts between the Canadian Northern Railway Company and the government relating to the construction of a line of railway to the Hudson Bay or any portion of the said line of railway. Presented 21st February, 1907.—*Hon. Mr. Ferguson*..... *Not printed.*

167. Return to an order of the House of Commons, dated 9th January 1907, showing all timber lands in the railway belt in the province of British Columbia, sold or leased by the government, or any department thereof, since the 1st July, 1896, the description and area of such lots, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name and address of the person or company to whom each lot was sold or leased. Presented 4th March, 1907.—*Mr. McCarthy (Calgary)*.. *Not printed.*

167*a*. Return to an order of the House of Commons, dated 11th March, 1907, showing: The timber lands sold or leased by the department of the interior subsequent to the date of those included in Sessional Paper No. 90, brought down to the house on the 9th of April, 1906; the description and area of such lands, the applications made therefor, the notice of advertisement for sale or tender, the tenders received, the amount of each tender, the tenders accepted, the name of the person or com-

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pany to whom each lot was sold or leased, and the name and address of each person or company to whom any of such leases have been transferred. Presented 9th April, 1907.—*Mr. Ames. Not printed.*

167*b*. Return to an order of the House of Commons, dated 8th April, 1907, showing, in respect of timber berths Nos. 824, 1062, 1107, 1108, 1171 and 1212, all bonuses, rentals or dues paid to date by the lessees or other assigns to the government, together with a copy of all applications, correspondence, reports, advertisements, tenders, leases, transfers, or memoranda of any description, and a copy of the regulations of the department of the interior in force at the time said timber berths were leased, and the corresponding regulations in force at the present time. Presented 26th April, 1907.—*Mr. Boyce* ..... *Not printed.*

168. Return to an order of the House of Commons, dated 4th March, 1907, showing : 1. How much money has been paid by the government of Canada in the form of bounties on lead. 2. To what companies the same has been paid. 3. Where the mines are located. Presented 4th March, 1907.—*Mr. Marshall*..... ..... *Not printed.*

169. Return to an address of the House of Commons, dated 11th February, 1907, for a copy of all correspondence, reports and letters, between this government and the government of the United States, relating to rural free delivery. Presented 5th March, 1907.—*Mr. Armstrong*..... *Not printed.*

170. Return to an order of the House of Commons, dated 11th February, 1907, showing the names of the employees of the Brandon Post Office during the year ending June 30th, 1906, and salaries received by them, respectively ; also names and salaries of those now employed in the office ; also amount paid by the postmaster for help and expenses for year ending June 30th, 1906. Presented 5th March, 1907.—*Mr. Roche* (*Marquette*)..... ....*Not printed.*

71. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence, contracts, appointments of overseers, in respect to Port Stanley Harbour, in the county of Elgin, Ontario, since 1st January, 1905 ; also a return showing pay-sheets, amount of new material used, from whom purchased, of all day or contract work on said harbour, giving names of overseers, and when appointed from the same date. Presented 5th March, 1907.—*Mr. Marshall. Not printed.*

172. Return to an order of the House of Commons, dated 28th January, 1907, showing : In respect of the special inspection undertaken in April last of all unpatented homesteads entered for prior to 1st September, 1905, in the Alameda, Battleford, Regina and Yorkton land districts (referred to in Part I, page 4, of the Report of the Department of the Interior, 1905-6 : (*a*) the report of the Inspector of Dominion Land Agencies ; (*b*) the instructions issued to the several land agents and homestead inspectors ; (*c*) all correspondence between the department of the interior and the aforesaid agencies in respect to the necessity or desirability of such inspection, the manner in which it should be conducted, and the action to be taken in consequence of the facts brought out by such inspection. Presented 6th March, 1907.—*Mr. Ames*..... .....*Not printed.*

173. Return to an address of the Senate, dated 13th June, 1906, for a copy of the correspondence exchanged between the Honourable Mr. Landry and the Right Honourable Sir Wilfrid Laurier, and between the latter and the Department of Militia and Defence, on the subject of the refusal by that department to translate and to cause to be published in French the regulations for the militia which were published, in English only, in the *Canada Gazette*, of the 5th May last. Presented 5th March, 1907.—*Hon. Mr. Landry*..... .....*Not printed.*

174. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all regulations submitted by the government to trans-Atlantic steamship companies for their guidance in regard to stowing of perishable products, or temperatures to be maintained in cold storage, or cold air chambers, or ventilation required in ordinary storage chambers on their steamships. Presented 7th March, 1907.—*Mr. Smith (Wentworth)*.....*Not printed.*

175. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all correspondence and written communications between judges of the Provincial Courts and the Minister of Justice, or any member or official of the government, since the passing of the Dominion Act 4-5 Edward VII, chapter 31, in reference to section 7 of said Act, or in reference to judges acting as executors, administrators or trustees of estates, directors or managers of companies, corporations or firms, or arbitrators, umpires or referees in matters of controversy, or engaging in other extrajudicial work ; and including a copy of a circular letter to judges issued by the Minister of Justice, and referred to by the Minister in *Hansard* for First Session of 1906, at page 869, and of the answers of the judges to the circular. Presented 8th March, 1907.—*Mr. Lennox*.....*Not printed.*

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176. Return to an order of the House of Commons, dated 28th January, 1907, for a copy of the report of Mr. C. W. Speers, General Colonization Agent, in respect of the special inspection and enumeration which was made of the Doukhobor colonies during the year 1905-6, together with the instructions which led up to it, and the report of the inspectors engaged in the work (without census sheets), and any correspondence in connection with or arising out of the same. Presented 8th March, 1907.—*Mr. Ames*.....*Not printed.*

177. Return to an order of the House of Commns, dated 28th February, 1907, for a copy of all correspondence in regard to the mission of W. L. Mackenzie King, Deputy Minister of Labour, to England, to secure legislation by the British Parliament to prevent fraudulent representations being made in that country to induce emigration to Canada; also a copy of the legislation enacted as a result of such mission. Presented 8th March, 1907.—*Mr. Smith (Nanaimo)*.....*Not printed.*

178. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of the report respecting the selection and location of 3,500,000 acres in the Peace River District of British Columbia, which has been prepared upon the exploratory survey mentioned by the Minister of the Interior on the 7th February in the House of Commons. Presented 11th March, 1907.—*Mr. Borden (Carleton)*.....*Printed for sessional papers.*

179. Return to an order of the House of Commons, dated 20th February, 1907, showing all timber licenses over Indian lands in the territorial district of Algoma granted or rented by the government since 1896; returns of such licenses or rentals, the area covered by each of the same, the names and address of the several licensees, and the prices or rentals paid, respectively, and any conditions which may be attached to the same, respectively. Presented 12th March, 1907.—*Mr. Boyce*.....*Not printed.*

180. Return to an order of the House of Commons, dated 25th February, 1907, for a copy of all correspondence, documents and papers, accounts, agreements, grants and memoranda respecting the application for and sale of timber lands in the townships of Fisher, Haviland and Tilley, in the district of Algoma, on the 21st of November, 1900, by the Superintendent General of Indian Affairs, to Messrs. Wilson, Reeser and Philp. Presented 12th March, 1907.—*Mr. Boyce*.....*Not printed.*

181. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all reports made by superintendents of experimental farms in Canada regarding the results of experiments made during the past season to test the value of fish scrap produced at the government reduction works at Canso, Nova Scotia, as a fertilizer. Presented 12th March, 1907.—*Mr. Sinclair*. *Not printed.*

182. Return to an order of the House of Commons, dated 25th February, 1907, showing what statistical matter has been omitted from the Canada Year-book, 1905, which it has been customary to include in the Year-book of former years; and also where such omitted information can be found if published elsewhere. Presented 12th March, 1907.—*Mr. Kemp*.....*Not printed.*

183. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What control the government has over the teachers in the Indian schools of Canada. 2. Whether or not the teachers are compelled by law to have certificates before accepting a position in the Indian schools of Canada. 3. How many teachers in the Indian schools of Canada have first class certificates, how many second class certificates, how many third class certificates, and how many are teaching on permits. 4. What standard of school books are used in said schools, and if said books are issued under instructions, from the department of Indian affairs, or issued by the department, or by what authority said books are issued, and who has charge of the issuing of such books. 5. Any regulations relating to education of Indians passed by this government since 1896, and the nature of said regulations. 6. The regulations, if any, that have been passed since 1896 relating to teachers in Indian schools. Presented 13th March, 1907.—*Mr. Armstrong*.....*Not printed.*

184. Return to an order of the House of Commons, dated 25th February, 1907, for a copy of all correspondence had between the Attorney General of New Brunswick, or any other member of the New Brunswick government, and the Minister of Justice, or any other member of the Dominion government, touching or in any way relating to the reorganization of the Supreme Court of New Brunswick. Presented 13th March, 1907.—*Mr. Crocket*.....*Not printed.*

185. Return to an order of the House of Commons, dated 20th February, 1907, showing: 1. The names of every officer, non-commissioned officer and man, of the Second Rifles Royal Canadian Regiment, the Canadian Mounted Rifles, the Royal Canadian Field Artillery, and the Strathcona Horse, and the South African Constabulary, who enlisted from the province of British Columbia, in order to take part in active military operations in South Africa. 2. The names of all British Columbians

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who served with or embarked for service with the British forces in South Africa who were not members of the above corps. 3. The names of all British Columbians who were regularly appointed to the medical staff, and were actively engaged in said military operations. 4. The names of nurses, hospital dressers, and orderlies, resident in British Columbia, who were actively engaged in said military operations. Presented 13th March, 1907.—*Mr. Ross (Yale-Cariboo)*... .....*Not printed.*

186. Return to an order of the House of Commons, dated 23rd January, 1907, for a copy of all correspondence, with the papers and reports made by superior officers of the Department of Marine and Fisheries, or by Captain Wakeham, or any other person, regarding the dismissal from the service of R. P. Dubé, second mate on board *La Canadienne*; also for a copy of the report made by the said R. P. Dubé to the Department of Marine and Fisheries regarding the fire on the *Aberdeen*, on the 10th November, 1905. Presented 13th March, 1907.—*Mr. Gauvreau*..... .....*Not printed.*

187. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of the record and all proceedings in the suit in the Exchequer Court of Canada between the King, on the information of the Attorney General of the Dominion of Canada, and H. E. Lyon, plaintiffs, and Malcolm McKenzie and Felix A. Montalbetti, defendants, including all correspondence in connection therewith between the Department of Justice and the Department of the Interior, or any officers thereof, respectively, and between either of the said departments, or any officers thereof, and any other person or persons whatsoever; and including all documents or memorandum in any way relating to the said suit, including instructions to counsel engaged therein on behalf of the plaintiffs; and also all documents on file in the Department of the Interior, relating to the northeast quarter of section 35, in township 7, range 4, west of the 5th meridian. Presented 18th March, 1907.—*Mr. Herron*..... .....*Not printed.*

187*a*. Supplementary return to No. 187. Presented 10th April, 1907..... .....*Not printed.*

188. Return to an order of the House of Commons, dated 23rd January, 1907, showing: All sales of Dominion lands of 160 acres and upwards, in Manitoba, Saskatchewan and Alberta, which have been made by the government, exclusive of school lands, since the 1st January, 1905, with the price obtained, and dates of sale. Presented 19th March, 1907.—*Mr. Lake*.....*Not printed.*

189. Return to an address of the Senate, dated 6th March, 1907, for copies of all correspondence between the government of Canada or any member thereof with any person whatsoever, and any report from any officer of the government regarding the question of pensions by the state to deserving persons of advanced age; and also a copy of a Bill referred to by the Right Honourable the Minister of Trade and Commerce during a speech made by him in the Senate on the 28th February last, dealing with the sale of annuities by the government of Canada. Presented 19th March, 1907.—*Hon. Mr. Ferguson*..... ..... *Not printed.*

190. A statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 30th June, 1906. Presented (Senate) 15th March, 1907, by Hon. R. W. Scott.....*Not printed.*

191. Return to an address of the House of Commons, dated 28th March, 1906, for copies of all orders in council, reports, memoranda, correspondence, valuation, documents and papers, of every kind and nature and description, relating to the property situated on the south side of Spring Garden Road, in the city of Halifax, upon which the old drill shed was or is situated; or relating to the leasing, conveying, disposal, or user of the said property, or of any property conveyed to the crown in consideration or in part consideration therefor. Presented 22nd March, 1907.—*Mr. Fowler*..*Not printed.*

192. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all reports or correspondence between the Railway Commission and the Department of Justice, concerning the trial of one Atkinson, on a charge of manslaughter, in connection with the collision which took place on the Grand Trunk Railway at Richmond, Quebec, in August, 1904. Presented 22nd March, 1907.—*Mr. Worthington*..... .....*Not printed.*

193. Return to an order of the House of Commons, dated 6th February, 1907, for a copy of all correspondence, telegrams, orders in council, and all other papers and documents in possession of the government, or any member or official thereof, in any way relating to the purchase by the government of what is known as the Warburton property in Charlotteown, for a rifle range, and a right of way for approach to the Hillsboro' bridge. Presented 25th March, 1907.—*Mr. Lefurgey.* *Not printed.*

193*a*. Supplementary return to No. 193. Presented 15th April, 1907..... ..... *Not printed.*

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194. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of immigration buildings in the city of Winnipeg, since 1st January, 1900. Presented 25th March, 1907.—*Mr. Borden (Carleton).* *Not printed.*

194*a*. Supplementary return to 194. Presented 19th April, 1907..... *Not printed.*

195. Return to an order of the House of Commons, dated 4th March, 1907, showing: The number of desks of every kind and description, with prices of the same, bought for the House of Commons by the government, since 1896. (Particulars of purchases by Stationery Branch and the Sergeant-at-Arms.) Presented 25th March, 1907.—*Mr. Bergeron*..... *Not printed*

196. Return to an order of the House of Commons, dated 4th March, 1907, showing: 1. The chief differences in principle between the Ross rifle and the Snider-Enfield, the Martini-Henry and the Lee-Enfield. 2. The average annual number of each, the Ross rifle and the Lee-Enfield rifle, manufactured. 3. The various kinds of rifle "sights" for which adoption has been sought in recent years. 4. The number of accidents to men in Canada from each, the Lee-Enfield and the Ross rifle. 5. The breakages or disabled rifles of each class recorded. Presented 25th March, 1907.—*Mr. Hughes (Victoria).* *Not printed.*

197. Return to an address of the House of Commons, dated 17th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications, plans and drawings, reports, letters, telegrams, correspondence, contracts and other documents and papers of every kind, touching or relating to the construction of a post office building at Vancouver, British Columbia. Presented 27th March, 1907.—*Mr. Borden (Carleton)* ..... *Not printed.*

198. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all letters, reports and other papers connected with the cutting of a channel into a lake at Red Head, Shelburne Co., N.S., for the purpose of connecting it with the sea. Presented 2nd April, 1907.—*Mr. Gunn.* *Not printed.*

199. Return to an order of the House of Commons, dated 14th January, 1907, showing: The number of miles of government telegraph lines, respectively, in each of the provinces and districts of Canada, the points between which they run, and the various stations on each line, and population of the same, the working expenses and receipts, respectively of each station and line for the ten years ending December 31st, 1906; the amount that has been spent yearly during the ten past years, (*a*) on construction of new lines or extensions; (*b*) on repairs and maintenance of existing lines; and the total expenditure for, (*a*) construction; (*b*) repairs and maintenance of the present government telegraph lines, and the receipts and working expenses thereof by years. Presented 27th April, 1907.—*Mr. Foster*..... *Not printed.*

200. Return to an address of the House of Commons, dated 28th March, 1906, showing: 1. What proprietary rights, or rights of licensing, or control or other rights, if any, are vested in the government of Canada or the crown, in the right of Canada in respect to (*a*) sea fisheries; (*b*) inland fisheries in each province. 2. What such rights are vested in each provincial government or the crown in the right of each provincial government, in respect of the matter aforesaid. 3. What rights, powers or jurisdiction to lease or otherwise regulate or control, manage or interfere with sea or inland fisheries, are exercised by the federal government or any department thereof. 4. What such rights, powers or jurisdiction, if any, are exercised by any provincial government or department thereof. 5. What jurisdiction to legislate is possessed or exercised by, (*a*) the parliament of Canada; (*b*) any provincial legislature with respect to: (*c*) sea fisheries, or (*d*) inland fisheries in regard to: (*e*) proprietary rights; (*f*) licensing; (*g*) other regulations; (*h*) control or management. 6. Whether any differences or disputes between any provincial government and the federal government now exist with respect to any of the matters above mentioned; and, if so, a statement of the exact nature and form of such disputes or differences. Presented 10th April, 1907.—*Mr. Borden (Carleton)*....*Not printed.*

201. Copy of amendment to the Postal Convention of January, 1888, between Canada and the United States. Presented 11th April, 1907, by Hon. R. Lemieux..... *Not printed.*

202. Return to an order of the House of Commons, dated 18th February, 1907, for a copy of all correspondence, telegrams, reports, and all other information in the possession of the government, or any member or official thereof, in reference to winter communication, and the construction of a tunnel between Prince Edward Island and the mainland of Canada. Presented 12th April, 1907.—*Mr. Martin (Queen's)*..... *Not printed.*

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202*a*. Supplementary return to 202. Presented 17th April, 1907.....*Not printed.*

203. Return to an order of the House of Commons, dated 30th January, 1907, showing what wrecks have been reported to the Department of Marine and Fisheries of Canada, which have occurred on the Great Lakes, that is, Lakes Huron and Superior, since the first day of May, 1882; showing what loss of life occurred as a consequence of each wreck, the reported or ascertained cause of the wreck, showing in each case whether there was an investigation into the cause of the wreck, the tonnage and approximate value of each vessel and cargo lost. Presented 12th April, 1907.—*Mr. Boyce.* *Not printed.*

204. Return to an order of the House of Commons, dated 3rd December, 1906, for a copy of all correspondence between the postmaster general's department and any person or persons, relating to the forbidding the use of the mails to the newspaper known as *Lowrey's Claim*, and copies of the articles complained of. Presented 15th April, 1907.—*Mr. Gallihcr*..... *Not printed.*

205. Return to an order of the House of Commons, dated 29th November, 1906, showing the names, places of residence, places or ports where shipped, and dates when shipped, of the officers and crews of the steamers *Minto*, *Stanley* and *Princess*; and also of the dredges *W. S. Fielding*, *St. Lawrence* and *George MacKenzie*. Presented 12th April, 1907.—*Mr. McLean (Queen's)*.. .....*Not printed.*

205*a*. Return to an address of the Senate dated 27th February, 1907, asking for a statement showing: 1. How many men are now or have been employed on the government steamer *Montcalm*, giving the name of each, the date of his employment, the nature of his duties, the amount of his remuneration, and stating in each case whether the employment has been permanent or temporary. 2. What service or services has the said steamer been engaged in, since her construction. If there have been different services the statement to show definitely the time devoted to each service. 3. At what places in the St. Lawrence or elsewhere has the said steamer operated in ice-breaking, and to what extent has such operation resulted in opening passages for ordinary shipping. 4. What has been the total cost of maintenance of said steamer, including wages, fuel, repairs, board of crew, and other expenses, from the time she commenced service (the date to be stated) up to the 25th instant. 5. And showing the tonnage, horse-power, and original cost of said steamer. Presented 17th April, 1907.—*Hon. Mr. Ferguson*..... *Not printed.*

206. Return to an order of the House of Commons, dated 17th December, 1906, for a copy of all correspondence between the Winnipeg Board of Trade and any other body or individual and the government or any department thereof, relating to the restriction of fishing on Lake Winnipeg. Presented 12th April, 1907.—*Mr. Roche (Marquette)*..... *Not printed.*

207. Return to an order of the House of Commons, dated 17th December, 1906, for: 1. A copy of all leases and agreements between the government, represented by the Deparment of Marine and Fisheries, and (*a*) the Athabasca Fish Company (J. K. McKenzie, Selkirk, Manitoba), or their assigns, Messrs. Butterfield & Dee; (*b*) A. McNee, Windsor, Ontario; (*c*) the British American Fish Corporation of Montreal and Selkirk (F. H. Markey). 2. A copy of all reports, correspondence or documents, relating to or touching upon the application for securing of, transfer of, or enjoyment of any privileges under said leases. 3. A statement of all rentals, bonuses, or payments to the government in respect of such leases to date. 4. All information in the possession of or procurable by the government with reference to (*a*) the number of tugs, boats and men employed; (*b*) the quantity and value of nets used; (*c*) the number and value of fish taken; (*d*) the quantity of fish exported under each of said leases during the last period of twelve months, for which such figures are available. Presented 12th April, 1907.—*Mr. Ames*.. . .....*Not printed.*

208. Return to an order of the House of Commons, dated 9th January, 1907, showing, in respect of all contracts since 1st January, 1904, between the government and the Gallena Oil Company, of Toronto, for supplies to any of the railways of the government: 1. The tenders upon which contracts were based, and all tenders made by other parties for such contracts. 2. All correspondence and communications of the department and officers thereof, with the several tenderers or contractors, relating to such contracts, or tenders or supplies; also all correspondence and communications between such officers, relating to such tenders, contracts or supplies. 3. All advertisements, notices, statements, accounts, papers and vouchers, relating to such contracts or supplies, or payments thereof. Presented 15th April, 1907.—*Mr. Ames*..... *Not printed.*

209. Return to an order of the House of Commons, dated 9th January, 1907, for a copy of all reports, instructions, plans, agreements or documents, of every description, in the possession of the government, concerning, relating to, or touching upon the location, the erection, or the equipment of new

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locomotive and car shops at Moncton, or the purchase of new machinery for the same. Presented 15th April, 1907.—*Mr. Ames*..... *Not printed.*

210. Return to an order of the House of Commons, dated 11th of March, 1907, showing the total amount of money in banks, to the credit of the government, at the end of each month during the year 1906, and the name of each bank. Presented 15th April, 1907.—*Mr. Armstrong*.....*Not printed.*

211. Return to an order of the House of Commons, dated 20th February, 1907, showing all the mineral, coal and other lands, water-powers, and other franchises in the vicinity of Grand Falls, on the Hamilton River, and also in the District of Mackenzie; and also in the Territory of Ungava, that have been applied for, leased, granted, disposed of, or otherwise dealt with, since the year 1896; together with the names and addresses of the applicants, lessees and purchasers, the prices paid, the quantity of land alienated, and the conditions, if any, attached to each of the grants or dispositions. Presented 17th April, 1907.—*Mr. Boyce*.....*Not printed.*

212. Return to an order of the House of Commons, dated 11th March, 1907, for a copy of all papers, reports and correspondence, in connection with the Doukhobor colonies in Saskatchewan, from October 1st, 1906, to date. Presented 17th April, 1907.—*Mr. Cash*..... *Not printed.*

213. Return to an address of the House of Commons, dated 8th April, 1907, for a copy of all memorials, petitions, resolutions, correspondence or documents of any description in the possession of the government, relating to or referring to the recent appointment of a senator to represent the district of Rougemont. Presented 17th April, 1907.—*Mr. Ames*.....*Not printed.*

214. Return to an order of the House of Commons, dated 11th February, 1907, showing: 1. What works of a public nature have been undertaken in the counties of Compton, Richmond and Sherbrooke, respectively, by any department of this government since 1896 to date. 2. All sums of money, apart from the usual expenditure in connection with the maintenance of postal and customs department, that have been expended in these counties, respectively, since that date. 3. For what purposes these sums were expended, and to whom paid. Presented 19th April, 1907.—*Mr. Worthington.* *Not printed.*

215. Return to an address of the House of Commons, dated 18th December, 1906, for a copy of all orders in council, advertisements for tenders, tenders, specifications of every kind, plans, drawings, reports, letters, telegrams, correspondence, contracts, agreements and other documents and papers of every kind, touching or relating to the construction of a post office in the city of Winnipeg, since the year 1900. Presented 19th April, 1907.—*Mr. Borden (Carleton)*.....*Not printed.*

216. Return to an order of the House of Commons, dated 11th February, 1907, for a copy of all letters, reports and other papers connected with the building of a wharf at North East Harbour, Shelburne County, N.S. Presented 19th April, 1907.—*Mr. Perley*.....*Not printed.*

217. Return (in part) to an order of the House of Commons, dated 6th February, 1907, for a copy of all letters, accounts, vouchers, cheques, correspondence and documents relating to any amount paid to Mr. R. T. McIlreith, barrister, of Halifax, for legal services, by the government of Canada, during each of the fiscal years ending, respectively, 30th day of June, 1902, 1903, 1904, 1905 and 1906. Also relating to all amounts similarly paid to any legal agent or representative of the government at Halifax during each of the fiscal years ending, respectively, 30th June, 1891, 1892, 1893, 1894, 1895, 1896 and 1897. Presented 19th April, 1907.—*Messrs. Crocket* and *Johnston*.....*Not printed.*

218. Return to an order of the House of Commons, dated 10th December, 1906, for a copy of all papers and correspondence, relating to the adoption and the application of section 9 of the Act of 1885, amending the Consolidated Revenue Act of 1883, now subsection 4 of section 148, of chapter 34 of the Revised Statutes of Canada; this Act treating of two-year maturing spirits in bond. Presented 19th April, 1907.—*Mr. Robitaille*.....*Not printed.*

219. Report of Mr. Augustus Power, K.C., Commissioner appointed to report on the matter of Louise F. Wiley *vs.* Fred. T. Congdon. Presented 19th April, 1907, by Hon. F. Oliver.....*Not printed.*

220. Extracts from a report of the Committee of the Privy Council, approved by the Governor General on 26th May, 1906, and 5th July, 1906, respecting certain ordinances passed by the council of the Yukon Territory. Presented 20th April, 1907, by Hon. F. Oliver.....*Not printed.*

221. Return to an order of the House of Commons, dated 4th March, 1907, showing: All coal lands leased, sold, or otherwise disposed of, from the 1st of January, 1906, to date, giving the area disposed of, the party to whom, the consideration therefor, the assignments made, if any, the date thereof, and the name of the assignee in each case. Presented 24th April, 1907.—*Mr. Lake.* *Not printed.*

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222. Census of Statistics. Bulletin 1, Wage-earners by Occupations. Presented 25th April, 1907, by Hon. S. A. Fisher . ..... *Not printed.*

223. Return to an address of the Senate dated 7th December, 1906, for copies of all correspondence respecting a site or sites for a public building in the town of Glace Bay, N.S., between any member of the government and all other parties ; the area of the sites, the price of each, the date of the purchase, the date of each payment, the name of the seller of each site, the report or reports of the government engineer, showing lots recommended and those not recommended by him, and all notes or memoranda referring to said sites. Presented 15th April, 1907.—*Hon. Mr. McDonald (Cape Breton)*..... *Not printed.*

224. Return to an order of the House of Commons, dated 28th November, 1906, for a copy of all correspondence and other papers since the year 1896, between the city of Toronto, the Harbour Commissioners of Toronto, or any other persons, and the Dominion government, relating to, (*a*) the dredging or deepening of Toronto Harbour and the approaches thereto at the eastern and western gaps, or the shoals outside of said entrances ; (*b*) the building of breakwaters, piers or other works for or in connection with such entrances at the eastern and western gaps to said harbour. Presented 27th April, 1907.—*Mr. Macdonnell*..... *Not printed.*

225. Supplementary return to 166. Presented (Senate) 28th February, 1907.... .....*Not printed.*

226. Return to an address of the Senate dated 20th March, 1907, asking for all correspondence between the government of Canada or any department thereof, and the government of Prince Edward Island, in 1901 or 1902, respecting the per capita allowance payable to that province, as provided for in the British North America Act, and how the said allowance should be computed on the population of the province, as ascertained by the census of 1901. Presented 5th April, 1907.—*Hon. Mr. Ferguson*.....*Not printed.*

227. Return to an order of the Senate, dated 6th February, 1907, asking for a statement indicating in so many columns : 1. The names, christian names, age and nationality, of all persons who have been appointed to any position in the customs house at Quebec, since the 1st of July, 1906. 2. The names of the persons who were replaced by those new appointments, specifying at the same time whether the persons so replaced were replaced by reason of their death, their retirement, or their dismissal, and by whom they have been replaced. 3. The names of the persons who recommended each of these new appointments. Presented 27th April, 1907.—*Hon. Mr. Landry*.....*Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED JUNE 30

1906

PRINTED BY ORDER OF PARLIAMENT

OTTAWA.
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1906

No. 24—1907.]
24—A½

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

My Lord:

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the year ended June 30, 1906, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

RODOLPHE LEMIEUX,

Postmaster General

Post Office Department,

Ottawa, October 20, 1906.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1905-1906

POST OFFICE DEPARTMENT,
OTTAWA, 20th October, 1906.

To the Honourable
RODOLPHE LEMIEUX, K. C., M. P.,
Postmaster General of Canada.

I have the honour to submit for your consideration the several statements annexed hereto comprising the report for the year ending 30th June, 1906. An examination of these statements will show that the operations for the year have been marked by a considerable expansion of the service.

The main points of increase are as follows :—

In	the	number	of	Post Offices, an increase of	262
"	"	"	"	Postal Note Offices, " "	780
"	"	"	"	Money Order Offices, " "	182
"	"	"	"	Savings Bank Offices, " "	22

In the number of miles of Railway used for the conveyance of mails, there has been an increase of 1,095 miles and this, taken together with the increased mileage on lines already in use, gives a total increase in the Railway mail service of 2,768,908 miles. There has also been an increase in mail service by water routes of 247,175 miles and by land service an increase of 176,338 miles ; thus giving a total increase in miles of mail service during the year of 3,192,421.

The expansion of the service mentioned has involved an increase in the expenditure amounting to $287,049.44.

The estimated increase in the number of letters and post cards sent during the year is 41,836,000, which is more than 13 per cent as compared with the preceding year.

There has, also, been an increase of $5,006,197.69 in the amount of money orders issued and of $827,995.02 in the amount of postal notes paid during the past fiscal year.

The cost to the Department of maintaining the postal service in the Yukon and Atlin districts, in excess of the revenue from those districts, amounted to $104,404.18.

The gross revenue of the Post Office for the year amounted to $7,708,142.27, and the expenditure, which includes that on the Yukon and Atlin districts, amounted to $6,696,376.96. The surplus, therefore, from the operations of the year is $1,011,765.31.

"Postage Due" Stamps.

A system of accounting for short paid postage collected by Postmasters, by means of special stamps known as "Postage Due" stamps, has been adopted by the Department. These stamps are to be affixed to short paid mail matter and cancelled by Postmasters when such matter is delivered to the addressee, and are not to be used for any other purpose. They cannot be used for the payment of ordinary postage, nor are they to be sold to the public.

The denominations of these stamps are 1, 2 and 5 cents.

Reduced Rates on Single and Reply Post Cards from Australia.

The Postal Administration of the Commonwealth of Australia has given notice that the rates of postage on post cards sent from Australia to Canada have been reduced from 1½ pence to one penny each for single post cards and from 3 pence to 2 pence for reply post cards dating from January 1, 1906.

Parcel Post between Canada and Dutch Guiana (Surinam).

By an arrangement with the Postal Administration of British Guiana the exchange of parcels by Parcel Post between Canada and Dutch Guiana (Surinam) will be carried on by way of Halifax and British Guiana, instead of by way of England as heretofore. It has thus become possible to make a reduction in the rates of postage on parcels sent from Canada to Dutch Guiana, and the following are to be substituted for the rates given on page lxxiii of the Postal Guide for 1906 :—

1 lb , 36 cts.; 2 lbs., 46cts.; 3 lbs., 56 cts.; 4 lbs., 78 cts.; 5 lbs., 88 cts.; 6 lbs., 98 cts.; 7 lbs., $1.08 ; 8 lbs., $1.30 ; 9 lbs., $1.40 ; 10 lbs., $1.50 ; 11 lbs., $1.60.

Parcel Post between Canada and Trinidad

A Convention has been arranged between the Postal Administrations of Canada and Trindad for the direct exchange of parcels by Parcel Post. The limit of weight for a single parcel is seven pounds and the rates on parcels sent from Canada to Trinidad are as follows :—

1 lb., 16 cts.; 2 lbs., 32 cts.; 3 lbs., 48 cts,; 4 lbs., 64 cts.; 5 lbs., 80 cts.; 6 lbs., 96 cts.; 7 lbs., $1.12. Parcel Mails for Trinidad are made up at St. John, N. B.

Postage Stamps.

The Postage Stamp output, as reference to the tabulated statement in Appendix J to this report will show, very considerably exceeds that of the preceding fiscal year. In value it discloses an increase of $866,095.75, the amount having been $7,068,927.85 as compared with $6,202,832.10, which was the value of the issue for 1904-05 ; whilst in quantity it exceeds by 51,320,616 pieces the output of the previous year, the figures for the year under review being 387,908,230 as against 336,587,614 for the previous fiscal year. The growth in value, therefore, was nearly 14% ; in quantity, a little more than 15⅕%. The number of licensed stamp vendors in the Dominion on June 30, 1906, was 1,200, showing an increase during the year of 192.

The details of the operations of the several branches of the department will be found in the several appendices, but the following tables contain in compendious form the results of the past year's work :

TABLE showing the number of Post Offices in operation; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the Year ended June 30, 1906.

Province.	Number of Offices in operation at end of fiscal year, 1906.	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended June 30, 1906.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Third Class Matter.		Fourth Class (Packets of Ordinary Merchandise open to examination).	Closed Parcels for United Kingdom and other countries.
						1c. per 2 oz.	1c. per 4 oz.		
Ontario	3,506	153,117,000	21,288,000	3,344,000	7,423,000	34,547,000	3,627,000	3,221,000	28,320
Quebec	2,090	66,760,000	5,308,000	1,671,000	1,388,000	10,033,000	1,580,000	781,000	12,566
Nova Scotia	1,892	21,429,000	1,792,000	515,000	507,000	1,694,000	360,000	391,000	4,529
New Brunswick	1,305	13,685,000	1,253,000	309,000	293,000	1,423,000	291,000	194,000	2,139
Prince Edward Island	441	2,662,000	176,000	65,000	60,000	368,000	39,000	26,000	102
British Columbia	429	20,862,000	1,023,000	515,000	383,000	2,127,000	411,000	177,000	8,300
Manitoba	621	27,077,000	1,700,000	633,000	520,000	3,481,000	409,000	213,000	6,244
Alberta	326	8,124,000	510,000	190,000	157,000	1,044,000	123,000	64,000	1,873
Saskatchewan	513	9,251,000	581,000	217,000	178,000	1,190,000	140,000	73,000	2,133
Yukon	18	677,000	43,000	16,000	13,000	87,000	10,000	5,000	156
Total	11,141	323,644,000	33,674,000	7,475,000	10,922,000	55,994,000	6,990,000	5,145,000	66,362

INCREASE IN LETTERS CARRIED.

The estimated increase in the number of letters carried during the year (based on the sale of stamps) is 26,351,000. The increases for the years since 1896 have been as follows:—

1897	7,802,000
1898	11,145,000
1899	15,400,000
1900 (2c. rate adopted)	27,917,500
1901	23,357,000
1902	21,978,000
1903	22,163,000
1904	23,399,000
1905	26,351,000
1906	38,103,000

INCREASE IN REVENUE, &c.

The net revenue for year ended June 30, 1906, compared with the previous year, shows an increase of $807,969.86.

PREVIOUS INCREASES.

1898	$324,871 27
1899	*344,878 77
1900	1,053 25
1901	237,208 02
1902	466,933 91
1903	478,001 65
1904	286,196 99
1905	473,047 93

* Decrease.

The surplus of revenue over expenditure for the year ended June 30, 1906, was $1,011,765.31.

PREVIOUS RECORD.

	Deficit.	Surplus.
1896	$781,152 19	
1897	586,539 92	
1898	47,602 30	
1899	398,917 79	
1900	461,661 87	
1901	416,183 99	
1902		$ 5,109 14
1903		395,268 11
1904		304,783 90
1905		490,844 89

STATEMENT OF POST OFFICES IN OPERATION IN CANADA ON JUNE 30, 1906.

Showing number of post offices closed during year and net increase—also increase in number of offices during the last ten years.

Number of post offices in operation on June 30, 1906.	11,141
Number of post offices established from June 30, 1905, to June 30, 1906	333
Number of post offices closed during same period	71
Net increase	262

INCREASE IN TEN YEARS.

Total number of post offices in 1896	9,103
" " " 1906	11,141
Increase	2,038
Increase per cent	22⅓

INCREASE IN POSTAL NOTE OFFICES, MONEY ORDER OFFICES AND SAVINGS BANK OFFICES.

Increase in number of postal note offices	780
" " money order offices	182
" " savings bank offices	22

Yearly increase in number of offices established since 1896 :

——	Money Order.	Savings Bank.	Postal Note. (Established 1898-99).
1896	49	24	.....
1897	39	24	.....
1898	390	35	.....
1899	40	24	.....
1900	68	9	520
1901	57	48	596
1902	162	20	1,245
1903	59	19	1,183
1904	89	27	918
1905	280	28	841
1906	182	22	780

TOTAL AMOUNT OF MONEY REMITTED BY MONEY ORDERS AND POSTAL NOTES.

(Postal Note system commenced August 4, 1898.)

Year ended June 30, 1896	$13,081,860 62
" " 1897	12,987,230 88
" " 1898	14,518,480 22
" " 1899	15,239,486 69
" " 1900	17,499,045 81
" " 1901	19,415,273 62
" " 1902	25,251,871 92
" " 1903	28,914,296 82
" " 1904	32,551,562 70
" " 1905	36,229,050 84
" " 1906	42,063,237 25

POST OFFICE SAVINGS BANK.

	Year ended June 30, 1905.	Year ended June 30, 1906.	Increase.	Decrease.
Number of deposits	223,281	233,803	10,522	
Amount of deposits	$10,503,870.00	$10,805,458.00	$301,588.00	
Number of withdrawals	110,157	106,923		
Amount of withdrawals	$12,129,101.23	$12,324,529.26	$195,428.03	3,234
Interest allowed to depositors	$1,320,511.70	$1,328,205.78	$7,694.08	
Number of accounts opened	35,376	37,681	2,305	
Number of accounts closed	39,002	39,536	534	
Accounts open at close of year	165,518	164,542		976
Balance due to depositors	$45,367,760.68	$45,736,488.51	$368,727.83	
Number of Offices	989	1,011	22	

MAIL SERVICE BY LAND ROUTES.

NUMBER OF CONTRACTS LET BY TENDER.

For services previously in operation	732	
For new services	48	
	780	
Aggregate amount paid under all contracts let during the year		$177,208 11
Amount to be paid additional on contracts re-let estimated for usual term of four years		111,946 48
Mileage travelled on stage routes	16,691,367	
Mileage of previous years	16,515,029	
Increase	176,338	

The following changes were made in the frequency of mail service of post offices in operation at the beginning of the present fiscal year :—

From 2 trips a year to 10 trips a year 1 office.

From 6 trips a year to monthly 1 office.

From fortnightly to weekly 6 offices.

From weekly to semi-weekly, 37 offices ; to tri-weekly 8 offices ; to four times weekly, 3 offices ; to daily, 11 offices ; to semi-daily 3 offices.

From semi-weekly to tri-weekly, 45 offices ; to daily 10 offices ; to semi-daily 3 offices.

From tri-weekly to four times weekly, 1 office ; to daily 35 offices ; to semi-daily 1 office.

From four times weekly to daily 28 offices ; to semi-daily 2 offices.

From daily to seven times a week, 4 offices ; to semi-daily 80 offices ; to fourteen times a week 1 office.

From seven times a week to semi-daily 1 office ; to thirteen times a week 1 office ; to fourteen times a week, 1 office.

From eight times a week to twelve times a week 1 office.

From semi-daily or more frequently to a greater frequency 89 offices.

RAILWAY MAIL SERVICE.

During the fiscal year 1905–06, 1095·15 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail were carried on June 30, 1906, of 20,274.

The following statement shows the details of such additional service :—

Railway.	Terminal Points.	Distance in Miles.	Service.
Berlin & Bridgeport	Berlin—Bridgeport	2·5	Daily B. C.
Canadian Northern	Humbolt—Edmonton	399·9	Daily P. C.
"	Hartney Junction—Virden	87·8	"
"	Neepawa—Rossburn	83·3	Tri-weekly B. C.
"	James Bay Junction—Parry Sound	4·5	Daily B. C.
"	Oak Point—Oak Point Junction	54·	Tri-weekly B. C.
"	Barrows—Melfort	138·8	"
Canadian Pacific	Foster Junction—Knowlton	5·3	Daily B. C.
"	Lipton—Strassburg	46·	Tri-weekly B. C.
"	Wetaskiwin—Camrose	25·	"
"	Lacombe—Alix	26·6	"
Cape Breton Electric	North Sydney—Sydney Mines	3·75	Daily B. C.
Chatham & Wallaceb'rg Electric	Chatham—Wallaceburg	18·	"
Great Northern of B.C	New Westminster—Vancouver	13·6	Semi-Daily B. C.
"	Grand Forks—Phœnix	23·8	Daily B. C.
Halifax & South Western	Halifax—Liverpool	111·8	"
Orford Mountain	Kingsbury—Windsor Mills	10·	"
Preston & Galt Electric	Preston—Galt	3·5	"
Temiscaming & Northern Ontario	New Liskeard—Heaslip	21·	Tri-weekly B. C.
Tilsonburg, Lake Erie & Pacific	Tilsonburg—Ingersoll	16·	Daily B. C
	Total	1,095 15	

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern	Belmont—Brandon	43·1	Increased from tri-weekly to daily B. C.
"	Winnipeg—Dauphin	160 5	Additional tri-weekly service by B. C.
Canadian Pacific.....	Montreal—St. Philippe.....	18·43	Additional daily service by B. C.
"	Harriston—Mount Forest...	7·5	" "
"	Larivière—Mowbray	33·1	Increased from semi to tri-weekly B. C.
"	Molson—Lac du Bonnet.....	22·	" " "
"	S. S. Marie—Sudbury.	178·9	Additional weekly service by B. C.
"	Winnipeg—Stonewall.....	19·9	Additional daily service by B. C.
"	Calgary—Strathcona	190.6	" "
"	Calgary—Macleod	106·7	Change from B. C. to P. C. service.
"	Brandon—Souris	24 5	" " "
"	Arcola—Regina.....	109·	Increased from tri-weekly to daily B. C.
"	Cranbrook—Kimberley.....	18·7	" " "
Grand Trunk Ry	Brantford—Goderich.... . .	84·87	Change from B. C. to P. C. service.
"	Brantford—Tilsonburg	34·73	Additional daily service by B. C.
"	Coteau Jct—Valleyfield	5·4	" "
"	Blackwater Jct—Midland ...	75·52	Change from B. C. to P. C. service.
Sydney & Glace Bay Electric.....	Sydney—Glace Bay.....	14·	Additional daily service by B. C.
Temiscaming & Northern Ontario....	North Bay—New Liskeard ..	113·	Change from B. C. to P. C. service.

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1906, were as follows :—

Number of letters originating in Canada returned as undelivered (dead).

By British post office	31,883
By United States post office	137,608
By British colonies and foreign countries	5,752
	175,243
Less—Registered letters included in above and transferred to registered class.....	2,217
	173,026
Books, packets, &c., received from foreign countries....	49,781
	222,807
Dead letters, circulars, postal cards, &c., returned from Canadian post offices.....	1,390,491
Dead letters registered found to contain value.	22,216
Dead letters, circulars, postal cards, &c., sent to the dead letter office for special reasons, such as insufficient address, non-payment of postage, &c.....	*298,884
	1,711,591

* Of these letters, &c., 17.176 contained articles of value or were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875, to June 30, 1906.

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876	41,000,000	114,610	One in 364
1877	41,510,000	97,470	" 425
1878	44,000,000	77,740	" 570
1879	43,900,000	44,020	" 997
1880	45,800,000	41,666	" 1,090
1881	48,170,000	42,123	" 1,143
1882	56,200,000	41,260	" 1,362
1883	62,800,000	41,410	" 1,516
1884	66,100,000	42,319	" 1,562
1885	68,400,000	41,267	" 1,660
1886	71,000,000	44,166	" 1,607
1887	74,300,000	47,553	" 1,562
1888	80,200,000	47,371	" 1,694
1889	92,668,000	48,648	" 1,904
1890	94,100,000	29,041	" 3,239
1891	97,975,000	27,304	" 3,581
1892	102,850,000	28,603	" 3,595
1893	106,200,000	28,311	" 3,754
1894	107,145,000	27,820	" 3,851
1895	107,565,000	27,178	" 3,957
1896	116,028,000	27,389	" 4,236
1897	123,830,000	35,590	" 4,339
1898	135,975,000	29,253	" 4,614
1899	150,375,000	36,253	" 4,147
1900	178,292,500	40,254	" 4,429
1901	191,650,000	40,361	" 4,748
1902	213,628,000	44,982	" 4,749
1903	235,791,000	54,889	" 4,296
1904	259,190,000	58,502	" 4,430
1905	285,541,000	59,663	" 4,785
1906	323,644,000	72,532	" 4,462

POSTAL STORES

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended June 30, 1905, and the Fiscal Year ended June 30, 1906.

Items of Expenditure.	1905.	1906.	Increase. — 1906.	Decrease. — 1906.
	$ cts.	$ cts.	$ cts.	$ cts.
Inside service—				
Printing	13,402 79	12,954 30		448 49
Stationery	6,317 56	7,767 57	1,450 01	
Total	19,720 35	20,721 87	1,450 01	448 49
Increase, Inside Service			1,001 52	
Outside service—				
Printing	48,605 99	44,258 93		4,347 06
Stationery	19,375 69	22,493 32	3,117 63	
Total, printing and stationery	67,981 68	66,752 25	3,117 63	4,347 06
Mail bags, mail locks, &c.	33,335 77	45,647 06	12,311 19	
Miscellaneous—Stamping material, scales, letter boxes, letter carriers' uniforms, &c.	43,572 35	49,354 60	5,832 25	
Total	144,839 80	161,753 91	21,261 17	4,347 06
Increase, Outside Service			16,914 11	
Total Expenditure—Inside and Outside Service.	164,560 15	182,475 78		
Total Increase—Inside and Outside Service			17,915 63	

Detailed statements of the transactions of the branch during the year; also the balance of stores in stock on June 30, 1905, and on June 30, 1906, will be found in Appendix 'K.'

I have the honour to be, sir,

Your obedient servant,

R. M. COULTER,

Deputy Postmaster General.

APPENDIX A

FINANCIAL STATEMENT

APPENDIX A.

STATEMENT of the Revenue of the Post Office Department for the year ended June 30, 1906.

Balance due by postmasters on revenue account on June 30, 1905		$ 27,161 61
Postage stamps, post cards &c., sold		6,972,355 93
Postage paid in cash on newspapers		125,879 45
Postage paid in cash on third class (printed) matter		58,442 66
Postage on unpaid letters, less claims for matter reforwarded, for overcharges and for matter forward to Dead Letter Office		28,082 27
Rents of letter boxes and drawers		107,058 09
Commission received on money orders		227,845 77
Commission received on postal notes		48,924 17
Profit in exchange on money order business with other countries		21,848 65
Transit charges on correspondence from other countries		22,554 55
Postage on parcels from other countries		62,077 45
Void money orders, that is money orders issued between July 1, 1904, and March 31, 1905, payment of which had not been claimed up to March 31, 1906		3,749 80
Miscellaneous revenue		2,161 87
		7,708,142 27

DEDUCTIONS.

Salaries, forward allowances, allowances toward rent, fuel and light, compensation on money order and postal note business, and commission on box and drawer rents	$ 1,633,167 35	
Discount to stamp vendors and Postmasters and compensation to messengers for special delivery of letters	43,885 68	
Postage refunded	212 80	
Losses by fire, burglary, &c	1,111 85	
Balance of commission paid to other countries on money order business	18,040 72	
Transit charges on correspondence for other countries	41,156 24	
Postage on parcels for other countries	10,063 49	
Balance due by postmasters on revenue account on June 30, 1906	27,161 61	1,774,799 74
		$5,933,342 53

EXPENDITURE.

STATEMENT of the EXPENDITURE of the Post Office Department of the Dominion of Canada for the year ended June 30, 1906.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

Conveyance of mails by land	$	1,120,326 01
" " steamboats, &c		97,773 26
" " railways		1,545,685 27
Making and repairing mail bags and locks		45,647 06
Total	$	2,809,431 60
Salaries paid by cheque	$	1,603,892 77
Travelling expenses		12,359 14
Tradesmen's bills		120,615 56
Stationery, printing and advertising		71,872 70
Miscellaneous disbursements paid by cheque		176,067 17
Maintenance of service in the Yukon and Atlin districts		127,338 28
Total	$	4,921,577 22

The following table shows the net Revenue, Expenditure and Deficit or Surplus, as the case may be, of the Post Office for each Fiscal Year since Confederation :—

Year ended June 30.	Net revenue.	Expenditure.	Deficit.	Surplus.
	$ cts.	$ cts.	$ cts.	$ cts.
1868	808,857 84	785,298 55		13,559 29
1869	758,182 03	864,954 55	106,772 52	
1870	788,904 78	933,398 67	144,493 89	
1871	803,637 17	994,876 00	191,238 83	
1872	916,418 34	1,092,519 03	176,100 69	
1873	1,093,516 07	1,240,135 95	146,619 88	
1874	1,151,269 83	1,370,542 41	219,272 58	
1875	1,172,381 38	1,509,113 29	336,731 91	
1876	1,106,736 74	1,581,608 72	474,871 98	
1877	1,120,224 26	1,694,708 18	574,483 92	
1878	1,224,912 17	1,715,255 36	490,343 19	
1879	1,117,364 50	1,750,267 17	632,902 67	
1880	1,179,677 89	1,818,271 05	638,593 16	
1881	1,344,969 85	1,876,657 96	531,688 11	
1882	1,543,309 21	1,980,567 25	437,258 04	
1883	1,753,079 22	2,176,089 09	423,009 87	
1884	1,712,318 85	2,312,965 27	600,646 42	
1885	1,790,494 90	2,488,315 36	697,820 46	
1886	1,852,155 00	2,763,186 41	911,031 41	
1887	1,964,062 17	2,818,907 22	854,845 05	
1888	2,322,728 68	2,889,728 59	566,999 91	
1889	2,220,503 66	2,982,321 48	761,817 82	
1890	2,357,388 95	3,074,469 91	717,080 96	
1891	2,515,823 44	3,161,675 72	645,852 28	
1892	2,652,745 79	3,316,120 03	663,374 24	
1893	2,773,507 71	3,421,203 17	647,695 46	
1894	2,809,341 06	3,517,261 31	707,920 25	
1895	2,792,789 64	3,593,647 47	800,857 83	
1896	2,971,652 93	3,752,805 12	781,152 19	
1897	3,202,938 42	3,789,478 34	586,539 92	
1898	3,527,809 69	3,575,411 99	47,602 30	
1899	3,182,930 92	3,581,848 71	398,917 79	
1900	3,183,984 17	3,645,646 04	461,661 87	
1901	3,421,192 19	3,837,376 18	416,183 99	
1902	3,888,126 10	3,883,016 96		5,109 14
1903	4,366,127 75	3,970,859 64		395,268 11
1904	4,652,324 74	4,347,540 84		304,783 99
1905	5,125,372 67	4,634,527 78		490,844 89
1906	5,933,342 53	4,921,577 22		1,011,765 31

STATEMENT of the amount of Postage Stamps, &c., sold during the year ended June 30, 1898, and each of the succeeding years.

Year.	Amount.	Year.	Amount.
	$ cts.		$ cts.
1898	4,400,601 91	1903	5,154,554 17
1899	4,091,116 11	1904	5,605,713 73
1900	4,038,134 16	1905	6,134,297 35
1901	4,340,543 21	1906	6,972,355 93
1902	4,645,227 85		

APPENDIX B

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abram's Village and Cape Egmont.	J. D. J. Gallant.	5	3	12 months	82 48
Abram's Village and Maxiamville..	G. Arsenault ...	3	3	12 "	50 00
Afton Road and Mount Stewart ...	A. McEachern ..	3	2	12 "	28 50
Albany and Railway Station ...	A. Noonan.....	1/16	12	12 "	100 16
Albany and Tryon	R. Lord.....	6	6	12 "	162 00
Alberton and Kildare..	J. R. Oliver....	12	3	12 "	94 92
Alberton and Mill River East ...	L. J. Gallant ...	5	3	12 "	70 00
Alberton and Railway Station.....	J. T. Millman...	1/4	24	9 " (to Mar. 31, '06)	94 80
do do	do ..	1/4	12, 24	3 " from " .	34 56
Alma and Lauretta	J. O'Brien.....	3	2	12 "	25 00
Alma and Railway Station	A. Mountain ...	1/8	6	12 "	40 00
Appin Road and Hampton.....	A. Ashley.....	4	3	12 "	55 48
Argyle Shore and Bonshaw..... .	D. McNevin ...	3	3	12 "	30 00
Arlington and Fitzgerald Station..	P. Cameron.....	7 1/4	3	12 "	80 00
Armadale and Monticello.....	J. A. Carter....	2 1/2	3	12 " and extra trips.	35 07
Armadale and Railway Station..	A. McCormack.	1/8	3	12 "	20 00
Auburn and Dromore West..	J. B. Corrigan..	1 1/2	2	12 "	25 75
Auburn and Pownal.	W. J. Carver. .	10 3/4	2 & 4	12 "	123 02
Augustine Cove and Cape Traverse.	A. Sherren	3 & 5 1/2	3 & 6	12 "	125 00
Avondale and Vernon River.	J. A. O'Keefe...	3	2	12 "	46 44
Baldwin's Road and Perth Station.	J. Moar.....	1 1/2	2	12 "	24 00
Bangor and Morell Station.	D. Robbins.....	4 3/4	3	12 "	79 24
Bayfield and Glencorrodale.....	J. McEachern..	3 1/2	2	12 "	29 60
Bay Fortune and Souris East	C. Coffin	10 1/2	3	12 "	110 00
Beach Point and Montague Bridge.	W. Mahar	24 1/2	6	12 "	456 00
Bear River and Railway Station..	L. McDonald...	1/16	6	12 "	20 00
Bedeque and Fernwood	D. McInnis.....	9 1/2	3	12 "	82 02
Bedeque and Summerside	C. McLean... .	9 1/2	6	12 "	199 48
Bedford Station and Railway Station	F. Berrigan.....	1/16	6	12 "	40 00
Belfast and Charlottetown.....	W. Brown	25 1/4	6	12 "	656 48
Belfast and High Bank.....	F. Martin.....	22 1/2	3	3 " (to Sept. 30, '05)	75 00
do do	R. Stewart.....	22 1/2	3	9 " from "	225 00
Belfast and Point Prim.....	M. Martin.. ...	7 1/2	2	12 "	45 00
Belfast and Roseberry...	do	5	2	12 "	48 00
Bloomfield and Bloomfield Station..	S. Peters.....	2	3	12 "	38 00
Bloomfield Station and Glengarry ..	P. Griffin	5 1/2	3	12 "	54 00
Bloomfield Station and Miminegash	H. Chappelle...	8	3	12 "	78 00
Bloomfield Station and Railway Stn,	F. Peters.....	1/4	12	12 "	45 00
Blooming Point and Tracadie Cross	J. E. Lacey.....	2 1/2	2	12 "	30 00
Bonnell and Churchill.	D. McGilvray...	4	3	12 "	48 00
Brackley Beach and Winsloe Stn...	E. Saunders.. .	21	3 & 6	12 "	220 00
Boughton Island and DeGras Marsh	D.J.McCormack	3	2	12 "	65 00
Breadalbane and Mill Vale.....	M. Matheson...	7 1/2	2	12 "	76 12
Brhadalbane and New London.....	J. Warren	12	6	12 "	297 00
Brealbane and Railway Station....	M. Matheson...	1/16	24	12 "	113 49
Breadalbane and Victoria	P. M. Foy	10 1/2	6	12 "	315 10
Bridgetown and Mount Hope.....	W. Burhoe.....	8 1/2	2	12 "	58 84
Bristol and Railway Station.	G. Hume,... ..	1	12	12 "	68 64

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brookfield and R'y Stn. (Colville)..	A. Beaton.....	2	3	12 months....	45 00
Brooklyn and Glen Martin	W. McLean ...	3	3	12 "	29 48
Burlington and Spring Valley.....	J. Sudbury.....	2	3	12 "	56 25
Caledonia and Mount Vernon.....	A. Beaton	5	2	12 "	40 00
Caledonia and Orwell	N. C. Stewart ..	10½	6	12 "	285 00
Cape Traverse and Railway Station	H. Howatt	1/16	12	12 "	75 12
Cape Traverse and Searletown....	W. Muttart.....	6	6	12 "	125 00
Cape Wolfe and Lot 4.	G. McKay.....	6	3	12 "	85 00
Cardigan Bridge and Corraville.. .	P. McMillan....	8	2	12 "	82 16
Cardigan Bridge and Head of Cardigan	W. McLeod	8	2	12 "	60 00
Cardigan Bridge and Launching...	J. McAulay	26	3	9 " (to Mar. 31,'06)	128 67
do do	D. Foley	26	3	3 " from "	66 25
Cardigan Bridge and Lot 56	D. Foley	16	6	12 " less fine.....	373 18
Cardigan Bridge and Railway Stn.	J. McNeil.....	1/8	18	12 "	93 76
Cavendish and Hunter's River.....	J. Beaton	28	6	12 "	435 00
Central Bedeque and Middleton...	J. A. Crawford..	2	6	12 "	70 00
Charlottetown and Long Creek	S. T. Currie	25	3	12 "	179 72
Charlottetown and Wharf.....	P. Stewart.....	—	—	Special service..	32 50
Charlottetown and Marshfield.....	W. Miller. . .	4¾	6	12 "	58 50
Charlottetown and Railway Station	P. Stewart.....	½	as req'd	12 "	621 00
Charlottetown and Street Letter Boxes	J. W. Ferguson.	4⅛	18	12 "	170 66
Charlottetown and Victoria.....	N. H. McNiven.	24	6	12 "	687 00
Cherry Grove and New Harmony..	P. Powers	2	2	3 " (to Sept. 30,'05)	6 25
do do	J. D. McDonald	2	2	6 " (to Mar. 31,'06)	12 50
do do	P. Powers ..	2	2	3 " from "	6 00
Cherry Valley and Earnscliffe.....	F. M. Vessey...	7½	6	12 "	140 00
Clear Spring and New Zealand Railway Station	D. A. McDonald	4	3	12 "	59 00
Clermont and Kensington.....	J. J. Gillis	3	3	12 "	64 00
Clinton and New London.....	C. McGregor....	2½	3	12 "	33 48
Clyde Station and Railway Station.	N. McLeod.....	1/16	3	12 "	17 00
Coleman and Railway Station.....	M. Howatt.....	1/16	12	12 "	60 00
Coleman and West Point.....	A. McPhee.....	16½	2 & 3	12 "	158 69
Commercial Road and Peters Road.	J. Johnston.....	2½	3	12 "	42 00
Conway Station and Railway Station	P. McKenna....	1/16	3	15 days to July 15, 1905..	52
Crapaud and Gambles Corner.....	T. A. Cobb... .	3	2	12 months....	20 00
Darlington and Railway Station...	D. McPherson..	3/16	12	3 " (to Sept. 30,'05)	18 75
do do ..	do ..	5/16	12 & 6	3 " (to Dec. 31,'05)	15 62
do do ...	do ..	5/16	6	6 " from "	18 74
Darlington and Stanchel.....	do ..	7½	3	12 "	104 12
Darnley and Kensington	R. T. Moase....	15	6	12 "	434 28
De Blois Station and Railway Stn..	S. Bernard.. ..	1	3	12 "	24 00
Donaldston and Railway Station...	L. Court.....	3	2	12 "	38 00
Dromore and Pisquid Railway Stn.	M. McQuirk....	3½	2	12 "	50 00
Dunstaffnage and Railway Station..	E. M. Binns....	1½	6	12 "	61 22
Duvar Road and Mill River.....	A. Richard.....	2	3	12 "	50 00
East Baltic and Red Point....	B. Holland	4	3	12 "	45 00
East Point and Souris East.....	C. Young.....	15	3	12 "	220 00
Ebbsfleet and St. Louis...	J. Gaudet	4	3	12 "	60 00
Ebenezer and Wheatley River.....	A. McCallum...	2½	3	12 "	40 00
Egmont Bay and Wellington Stn..	F. J. Arsenault.	11½	3 & 6	12 "	165 75

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Elliot's Mills and Railway Station	R. Elliott	1/16	6	12 months	30 00
Elleotvale and Peake Station	J. Lynn	3 1/2	2	12 "	38 00
Ellis River and Miscouche	R. B. McNeil	11 1/2	3	12 "	145 00
Elmira and South Lake	D. D. Mcdonald	2	3	12 "	26 00
Elmsdale and Railway Station	D. Adams	1/8	6	12 "	20 00
Elmwood and New Haven	O. Clarkin	3	2	12 "	40 00
Emerald and Found's Mills	H. P. Found	9 1/2	3	12 "	93 00
Emerald and Station	F. P. Murphy	1/8	24	12 "	155 16
Emerald and Shamrock	F. P. Murphy	2 1/2	3	12 "	48 00
Emerald and West Newton	W. Clark	4	3	12 "	60 00
Enmore and Railway Station	G. Nisbet	6	3	12 "	81 72
Fanning Brook and Pisquid Railway Station	B. Jay	2 1/2	2	12 "	40 60
Farmington and Five Houses	T. Burdge	2 3/4	3	12 "	60 00
Fitzgerald Station and Railway Stn.	P. Cameron	1/16	12	12 "	52 00
Fitzgerald Station and St. Chrysostome	I. O. Gallant	6	3	12 "	79 00
Flat River and Selkirk Road	O. McCluskey	6 5/6	2	12 "	68 32
Forest Hill and Head of St. Peters Bay	R. J. McNeil	6	3	12 "	75 00
Fredericton and Railway Station	J. W. McLennan	1/16	6	12 "	37 00
Freetown and Lower Freetown	S. Burns	2 1/2	3	12 "	64 00
Freetown and Railway Station	R. B. Auld	1/2	12	12 "	90 00
Georgetown and Railway Station	R. R. Jenkins	1/2	as req.	12 "	184 05
Georgetown and Steamer 'Minto'	do	1/2	"	Part of seasons 1905-6	30 60
Glen William and Murray River	L. H. McKenzie	4	3	12 months	40 72
Goose River and Head of St. Peters Bay	M. McKinnon	4 1/2	2	12 "	83 20
Gowan Brae and Souris East	P. Manning	3	3	12 "	43 68
Grand Tracadie and Bedford Railway Station	D. A. E. McDonald	5	3 & 6	12 "	97 48
Grand View and Valleyfield	M. C. Gillis	2	3	12 "	28 28
Greenfield and Summerville	J. Ennis	2 1/2	3	12 "	40 00
Greenvale and Little Harbour	G. Mooney	2	3	12 "	24 88
Greenwich and Head of St. Peters Bay	A. B. Hyndman	6	2	12 "	54 52
Haliburton and Maddock	D. McWilliam	2	3	12 "	39 00
Hampshire and New Wiltshire	J. Stewart	3	3	12 "	37 48
Head of Hillsborough and Mount Stewart	J. S. Douglas	5 1/2	2	12 "	55 00
Head of St. Peters Bay and Railway Station	A. McAulay	1/4	12	9 " (to Mar. 31, '06)	90 00
do do	H. B. Finlay	1/4	12	3 " from "	30 00
Heatherdale and Whim Road Cross	A. McDonald	1 1/2	3	12 "	50 00
Hopefield and Murray River	J. P. Horton	4	2	12 "	30 28
Hunter's River and North Rustico	J. A. Cummings	27	6	3 " (to Sept. 30, '05)	85 25
do do	E. J. Carew	27	6	9 " from "	256 15
Hunter's River and Railway Station	J. H. Van Iderstine	1/16	24	12 "	151 32
Inverness and Railway Station	M. P Kilbride	2 1/2	3	12 "	53 04
Iona and Orwell	J. McCabe	5 1/2	3	12 "	96 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Johnston's River and Southport	T. McAdam	12¼	3	12 months	140 00
Kelly's Cross and New Wiltshire	F. Bradley	11	6	12 "	125 00
Kelvin Grove and Summerside	R. W. Dickieson	6	3	12 "	102 00
Kensington and Railway Station	G. Glover	⅛	24	12 " and extra trips.	181 29
Kensington and Sea View	J. A. Thompson	17	6	12 "	450 00
Kildare Capes and Tignish	J. Richard	5	2	12 "	35 00
Kingston and North River	R. H. Simmons.	4	6	12 "	100 00
Kinkora and Maple Plains	A. McDonald	3⅜	2	12 "	40 00
Kinkora and Railway Station	P. K. Trainor	¼	12	12 "	49 92
Kinross and Lyndale	R. Gillis	3	2	12 "	59 00
Leoville and De Blois Railway Station	C. Myers	2	3	12 "	35 00
Linkletter and Summerside	T. W. Murray	3	3	12 "	75 00
Little Tignish and Tignish	J. S. Chaisson	3½	2	12 "	26 00
Little York and Pleasant Grove	P. Cooke	23½	3 & 6	12 " and extra trips.	291 00
Little York and Railway Station	M. Lawson	1/16	12	12 "	64 00
Locke Road and Mill River	M. Howard	4½	3	12 "	62 40
Lot 4 and Railway Station	G. McKay	4	6	12 "	76 36
Lot 10 and Railway Station	H. Ritchie	1½	2	12 "	32 00
Lot 11 and Railway Station	P. Kilbride	5¼	6	12 "	138 54
Lot 12 and Railway Station	W. Hayes, Sr.	2	18	12 "	187 20
Lot 35 and Railway Station	E. Binns	1½	2	15 days to July 15, '05.	1 66
Lot 56 and Sailors Hope	J. Swallow	7	3	12 months	70 00
McNeill's Mills and Railway Station	J. A. McNeill	1/16	6	12 "	20 00
Maple Leaf and Railway Station	J. Sanderson	5	3	12 "	50 00
Marie Bridge and Marie Railway Station	A. Cobb	1/16	3	12 "	28 00
Marie Bridge and Milburn	do	4	3	12 "	40 00
Mill River and Railway Station	N. Doiron	½	12	12 "	40 00
Mill River and Roxbury	J. E. Gallant	9¾	3	3 " (to Sept. 30, '05).	22 50
do do	A. Gillis	9¾	3	9 " from "	66 69
Mill View and Summerville	J. H. McInnes	7	6	12 "	159 00
Milton Station and North Milton	W. McNeill	2	3	12 "	39 00
Milton Station and Railway Station	do	⅛	6	12 "	38 22
Miscouche and Railway Station	A. F. Gillis	½	12	12 "	38 00
Montague Bridge and Murray Harbor North	R. G. Houston	21	6	12 "	370 00
Montague Bridge and Railway Station	A. E. Smith	4½	6	12 " and arrears.	185 00
Montague Bridge and Valleyfield East	A. Nicholson	2½	3	12 "	41 20
Montague Bridge and Victoria Cross	J. Maher	3	3	12 "	43 48
Morell East and Morell Station	P. J. Hughes	2½	2	12 "	20 00
Morell Station and Railway Station	G. C. Coffin	1/16	12	12 "	15 00
Morell Station and Sinnott's Road	M. Cullen	7 & 9	2 & 3	12 "	86 72
Mount Carmel and Wellington Station	R. McNeill	3 & 7	3 & 6	12 "	140 84
Mount Herbert and Southport	W. Smallwood	6½	2	12 "	76 00
Mount Stewart and Point de Roche	P. McCormack	4½	2	12 "	35 00
Mount Stewart and Railway Station	H. Smallwood	¼	24	12 " and arrears	99 28
Mount Stewart and Savage Harbor	G. Gunn	7	2	12 "	44 00
Muddy Creek and St. Nicholas Railway Station	J. I. Beairsto	1½	6	12 "	70 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Murray Harbour South and White Sands	J. Hill	3½	3	12 months	50 00
New Acadia and Railway Station	J. J. Gallant	¼	3	12 "	22 48
New Annan and Railway Station	W. B. Bowness	½	6	12 "	75 00
New Argyle and New Haven	J. Corrigan	4	3	12 "	59 36
New Perth and Poole's Road	N. Reilly	1½	6	6 " (to Dec. 31, '05)	29 50
do do	S. Buchanan	1½	6	6 " from "	40 00
New Perth west and Railway Station	J. Minchin	2	6	12 "	85 00
New Wiltshire and Railway Station	E. Easter	¾	12	12 "	100 16
New Wiltshire and Tyron	P. D. Hagan	3	3	12 "	35 00
New Zealand and Railway Station	I. Cantwell	⅛	3	12 "	38 00
Northam and Railway Station	J. E. Yeo	1/16	6	12 "	40 00
Northam and Victoria West	W. W. Enman	5	3	12 "	78 00
North Lake and Souris East	R. Kickham	26⅛	3	12 "	325 00
North St. Eleanors and Summerside	T. Andrew	4½	6	12 "	120 00
O'Leary Station and Railway Station	R. Ellis	1/16	24	12 "	145 90
O'Leary Station and West Cape	J. Jelly	12	3	12 "	145 00
Orwell and Orwell Cove	N. M. Gillis	2	6	12 "	79 00
Palmer Road and St. Louis	W. Kinch	7¼	3	12 "	70 00
Peake's Station and Railway Station	P. J. Goodwin	1/16	6	9 " (to Mar. 31, '06)	30 00
do do	L. Goodwin	1/16	6	3 " from "	10 00
Peakes Station and Ruskin	J. Collins	9	2	12 "	88 66
Peakes Station and St. Patrick's Road	D. McBride	3½	2	12 "	24 00
Pisquid and Railway Station	J. A. McDonald	1½	2	9 " (to Mar. 31, '06)	27 00
do do	B. Jay	1½	2	3 " from "	7 50
Pinsville Station and Rose Bank	S. Gallant	3	2	12 "	21 00
Pinsville Station and Pensville Railway Station	P. B. Doiron	1/16	6	9 " (to Mar. 31, '06)	7 50
Pinsville Station and Pensville Railway Station	J. S. Gallant	1/16	6	3 " from "	2 50
Poplar Grove and Railway Station	S. Milligan	1¾	2	12 "	20 75
Portage and Railway Station	A. Matthews	¼	6	12 "	15 00
Port Hill and Railway Station	J. H. Yeo	4	24	12 "	218 00
Pownal and Village Green	L. Carver	3½	2	12 "	28 32
St. Andrews and Railway Station	J. McDonald	⅛	3	12 "	25 00
St. Charles and Railway Station	J. McIsaac	8	2	12 " less fine	72 74
St. Louis and Railway Station	J. Perry	⅝	6	12 "	15 60
St. Louis and Woodville	J. Bearisto	3	2	12 "	19 86
St. Margarets and Bear River Railway Station	R. D. McDonald	5	3	12 "	85 80
St. Mary's Road and St. Mary's Road East	J. A. McGee	2½	2	12 "	25 00
St. Teresa and Railway Station	A. Bradley	4	6	12 "	75 00
Scotchfort and Railway Station	J. A. McDonald	¼	3	12 "	22 56
Sea Cow Pond and Tignish	P. A. Doyle	7½	2	12 "	50 00
Skinner's Road and Tignish	N. Gallant	10¾	2	12 "	90 00
Souris East and Railway Station	J. Heartz	½	24	12 "	222 49
Souris East and Souris West	I. White	1	3	12 "	31 20
Suffolk Station and Railway Stn	A. Ferguson	1/16	2	12 "	30 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Summerside and Railway Station..	J. Brehaut.	½	as req.	3 mos. (to Sept.30, 1905)	95 28
" " " ..	J. Richard... ..	½	"	9 " from "	205 60
Summerside and Street Letter Boxes	J. Brehaut.....	1½	18	3 " (to Sept.30, 1905)	18 75
" "	J. Richard.....	1½	18	9 " from "	56 25
Summerside and Steamer Stanley..	A. Waugh.. ...	½	as req.	Season 1905-1906.....	10 00
Tarantum and Webster's Corner. .	T. Cummiskey..	2½	2	12 months	30 00
Ten Mile House and Railway Stn..	D. Mullin	1¾	2	12 "	54 60
Thorndyke and Railway Station...	S. R. Prowse ...	¼	3	12 "	16 48
Tignish and Railway Station	J. W. Green....	⅓	24	12 "	87 64
Tracadie Cross and Railway Station	J. A. McDonald	1¼	3	12 "	48 33
Travellers Rest and Railway Station	T. Townsend ...	1	3	12 "	39 00
Union Road and Union Ry. Stn...	C. Mallett.....	1	3	12 "	45 00
Webster's Corner and Ry. Station (Pisquid).....	J. A. McDonald	6¾	6	12 "	135 00
Wellington and Wellington Station.	P. Ayers	1½	2	12 "	20 00
Wellington Station and Ry. Stn...	F. T. Arseneault	1/16	18, 6	" (to Dec. 31, 1905)	24 00
" "	"	⅛	18	3 " (to Mar.31, 1906)	18 66
" "	"	1/16	18, 24	3 " from "	14 05
West Devon and Railway Station..	W. R. McNeil..	1/16	6	12 "	16 00
Western Road and Railway Station	H. J. Reid	1½	2	12 "	30 00
West St. Peters and Railway Stn..	J. McDonald...	2½	3	12 "	50 00
Winsloe Station and Railway Stn..	R. Good..	1/16	12	12 "	80 00
Wood Islands and Wood Islands North	J. McMillan....	2⅓	3	12 "	39 00
Ice boat service to SS. 'Stanley'...	H. Allan.....	.....	.....	Season 1905-1906.....	16 50
				Total.	21,650 11

APPENDIX B—*Continued.*

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abercrombie and New Glasgow	R. Dunbar	5	2	12 months	68 00
Acaciaville and Railway Station	H. T. Warne	¾	12	12 "	100 00
Achosnach and River Dennis Centre	J. A. Campbell	2½	3	12 "	23 25
Advocate Harbour and Apple River	T. L. Turple	10	6	12 "	268 00
Advocate Harbour and Cape d'Or	J. Rector	4	6	12 "	99 00
Advocate Harbour and Eatonville	B. M. Elliott	12	3	12 "	165 00
Advocate Harbour and Parrsboro'	R. Hatfield	32	6	4 " (to Oct. 31, '05)	333 33
do do	J. A. Patterson	32	6	8 " from ")	533 33
Advocate Harbour and West Advocate	B. M. Elliott	2	3	12 "	50 00
Afton and Backlands	J. R. Cook	5	1	6 " (to Dec. 31, '05)	12 50
do do	W. Boyle	5	1	6 " from "	12 63
Afton and Bayfield	E. H. Strople	2½	6	12 "	66 66
Afton and Railway Station	do	¼	12	12 "	36 36
Afton Station and Railway Station	J. McDonnell	¼	6	12 "	35 00
Albany Cross and New Albany	W. H. Durland	7	3	12 "	120 00
Alder Point and Little Bras d'Or	V. Theriault	6	2	8 " 20 days (broken period)	43 26
Alder Point and Little Bras d'Or Bridge	do	4½	2	3 months 11 days to Dec. 11, '05	12 55
Alexander and Blackstone	F. Beaton	3	3	12 months	34 28
Alexander and North Highlands	do	6½	2	12 "	44 00
Alexander and Railway Station	E. D. McQuarrie	1½	6	12 "	53 20
Alton and Railway Station	B. Hood	75 yds.	6	12 "	40 00
Amherst and Amherst Point	C. N. Coates	4½	6	12 "	197 00
Amherst and Northport	J. Finley	20½	6	12 "	427 00
Amherst and Oxford	W. B. Trerice	26	3	6 " (to Dec. 31, '05)	252 50
do do	G. Hills	26	3	6 " from "	325 00
Amherst Railway Station, Street and Station Letter Boxes	J. P. Baxter	¼, 3½ & 30 yds.	as req.	12 "	495 00
Amherst and Rockwell Settlement	R. F. Brownell	22	6	12 "	475 00
Amherst and Upper Nappan	T. Read	3½	2	12 "	50 00
Amherst Island and Entry Island	J. J. Cassidy	8	1	Part of Seasons 1905-06.	50 00
Amherst Island and L'Anse à la Cabane	N. E. Vigneau	8½	2	" "	50 00
Amherst Island and Leslie	J. Patton	58	1	Season 1905-06	144 00
Annapolis Royal and Dalhousie West	J. Gormley	16	1	12 months	92 00
Annapolis Royal and Granville Ferry	W. H. Weatherspoon	1	6	12 "	225 00
Annapolis Royal and Milford	A. D. Thomas	14	6	12 "	290 00
Annapolis Royal and Mochelle	J. McDormand	3½	3	12 "	110 00
Annapolis Royal and Perott Settlement	C. Gormley	9	1	12 "	47 00
Annapolis Royal and Railway Station	A. Orde	½	12	12 "	156 50
Anthony's Line and Scotch Village	H. Cochran	11 rt.	2	12 "	66 25
Antigonish and Ballantyne's Cove	A. J. McGillivray	22½	6	12 "	925 00
Antigonish and Beechwood	A. McDonald	6	1	12 "	30 00
Antigonish and Brophys	D. Moriarity	26 rt.	3	12 "	128 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Antigonish and Glen Uig Pleasant Valley	H. Smith	7	3	12 months	70 00
Antigonish and Goldboro'	S. O. Giffin	53	6	12 "	1,550 00
Antigonish and Lower West River.	D. H. Williams.	3½	2	12 "	49 80
Antigonish and North Grant	H. Smith	3	3	12 "	70 00
Antigonish and Railway Station	T. J. Sears	¾	24 & 12	12 "	161 31
Antigonish and Sherbrooke	J. O'Leary	40	6	12 "	1,073 00
Antigonish Harbour South Side, and Lower South River	C. J. Fraser	4½	2	12 "	86 00
Antrim and Gay's River	W. Blades	16 D.	2	12 "	104 00
Appin, North Lochaber and West Lochaber	G. A. Stewart	1¾ & 3¼	6 & 3	10 " (from Sept. 1 '05)	83 33
Apple River and Joggins Mines	G. Landigan	29	6	12 "	950 00
Apple River and West Apple River	M. Edgett	4	3	12 "	53 53
Arcadia and Pinkney's Point	J. B. Surette	11	2	12 "	75 00
Ardoise Hill and Newport Station	W. Gibson	1½ & 19 rt	12 & 2	12 "	177 00
Argyle Head and Railway Station	H. Nickerson	¾	16	12 "	50 00
Arichat and Petite de Grat Bridge.	J. Parker.	4	6	12 "	80 00
Arichat and Pondville	A. Boudrot	3	3	12 "	50 00
Arichat and Robins	C. Broussard	1½	6	12 "	61 00
Ashdale and Upper Glen Road	V. Chisholm	2	3	12 "	40 00
Ashfield and Orangedale	P. R. McDonald	3½	3	12 "	49 00
Askilton and West Bay Road	H. A. Archibald	3	3	12 "	60 00
Aspen and James River Station	W. E. McKeen	29	3	12 "	324 00
Athol and Little Forks	Rhodes Curry Co	3	3	12 "	90 00
Athol and Railway Station	D. F. Archibald.	1	12	12 "	120 00
Auburn and Greenwood	E. Neily	4½	1	12 "	26 00
Auburn and Railway Station	G. O. Jacques	133 yds.	12	12 "	78 25
Auburn and Wilton's Corner	G. Stark	10½	2	12 "	53 00
Auld's Cove and Railway Station	M. Forrestall	21	6	12 "	40 45
Avondale Station and Dunmaglass	R. W. McDonald	8½	6	12 "	313 00
Avondale Station and Railway Stn.	H. Gordon	1¼	12	12 "	52 00
Avonport and Avonport Station	J. B. Newcombe	1½	6	12 "	60 00
Avonport Station and Railway Stn.	L. F. Fuller	40 yds.	12	12 "	32 50
Aylesford and Dalhousie Road	H. S. Brennan	26	1	12 "	130 00
Aylesford and Harmony	do	24 rt.	1	12 "	56 72
Aylesford and Millville	E. Harris	7½ rt.	2	12 "	55 00
Aylesford and Morden	W. Dempsey	9	2	12 "	76 90
Aylesford and Railway Station	C. J. West	¼	12	12 "	57 00
Aylesford and Victoria Harbour	S. Spicer	7⅓	1	12 "	36 66
Aylesford and Weston	B. A. Brennan	10 rt.	3	12 "	78 00
Back Shore and Pictou	D. G. McKay	27	3	12 "	275 00
Baddeck and Englishtown	J. G. Dunlop	21	6	12 "	500 00
Baddeck and Forks Baddeck	W. Rice	7	1	12 "	40 00
Baddeck and Ross Ferry	A. Matheson	10½	3	12 "	252 00
Baddeck and Upper Baddeck River.	N. H. McKay	14	2	3 " 22 days (to Oct. 22, '05)	34 50
do do	D. McKay	14	2	8 " 9 days from Oct. 22, '05	96 63
Baddeck and Upper Middle River.	J. G. Dunlop	19½	3	12 "	200 00
Baddeck and Whycocomagh	do	27	6	12 "	850 00
Baddeck Bay and Plaister Mines	J. Morrison.	4	3	3 " (to Sept. 30, '05).	9 50
do do	J. McIver	4	3	9 " from "	29 63
Baddeck Bay and Rear Baddeck Bay	A. McKay	3½	1	12 "	23 50
Baddeck River, North Branch and Forks Baddeck	N. Buchanan	5	2	12 "	48 00
Baker Settlement and Greenfield	D. Weagle	5 & 8	3 & 1	12 "	110 00
Baleine and Main-à-dieu	C. Burke.	4½	1	3 " (to Sept. 30, '05).	5 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baleine and Main-à-Dieu	R. J. Burke	4½	1	9 mos. from Sept. 30, '05	15 00
Ballantyne's Cove and Livingtone's Cove	J. McKinnon	4	3	12 "	60 00
Balmoral Mills and Tatamagouche.	G. E. Lombard.	21½	6	12 "	387 00
Barney's Brook and Elmsdale	C. McDonald	4	2	12 "	30 00
Barney's River and Marsh.	J. McLeod,	8½	2	12 "	69 00
Barney's River and Railway Station	A. Murray	5¼	12	12 "	164 32
Bayney's River and Rossfield	J. G. Clunis	4¾	1	12 "	45 23
Barra Glen and Iona	R. P. McNeil	4½	2	12 "	52 00
Barrington and Oak Park	J. Frost & Sons.	3	6	12 "	85 00
Barrington and Port Clyde	H. S. Hogg	36	6	12 "	450 00
Barrington Passage and Cape Sable Island	T. W. Robertson	1¾	6	12 "	350 00
Barrington Passage and Lower Shag Harbour	J. E. Trefrey	7	6	12 "	173 00
Barrios Beach and Big Tracadie	H. Petipas	4	3	12 "	60 00
Barss Corner and New Germany	A. DeLoug	3	6	3 " (to Sept. 30, '05).	30 00
do do	J. F. Langille	3	6	9 " from "	89 25
Barss Corner and Parkdale	J. Feindel	20rt	3	3 " (to Sept. 30, '05).	27 50
do do	A. De Tong	26	3	9 " from "	234 00
Barrs Corner and Stanburn	S. P. De Tong	6	2	3 " "	15 00
do do	J. F. Langille	6	2	9 " "	37 50
Barton and Railway Station	W. J. Gavel	3	12	12 "	187 80
Basin River Inhabitants and Lower River Inhabitants	W. J. Proctor	8	3	12 "	70 00
Bass River and Londonderry	L. Davidson	14	6	12 "	449 00
Baxter's Harbour and Canning	G. H. Whalen	12	2	12 "	127 77
Bay St. Lawrence and Halfway House	J. R. McNeil	23	6	9 " (from Oct. 1, '05)	675 00
Bay St. Lawrence and Ingonish Ferry	J. McLeod	46½	6	3 " (to Sept. 30, '05).	500 00
Bay St. Lawrence and Meat Cove	H. McDonald	8	3	12 " "	85 45
Bayside and White's Lake	M. Burke	3½–5	3	12 "	75 00
Bear Cove Cheticamp and Meteghan	G. L. Comeau	4	2	12 "	40 00
Bear River and Lansdowne	F. W. Purdy	4	3	12 "	84 00
Bear River and Morganville	J. H. Berry	7rt	1	12 "	25 00
Bear River and Railway Station	F. W. Purdy	5	12	12 "	139 00
Bear River and Victory	J. W. Simpson	9¾	1	12 "	50 00
Beauly and St. Andrews	C. Chisholm	6	2	12 "	60 00
Beaver Bank and North Beaver Bank	W. T. Lively	8	2	12 "	100 00
Beaver Bank and Railway Station	C. A. Barrett	25 yds.	12	12 "	68 86
Beaver Cove and Railway Station	J. H. McKinnon	50 yds.	6	12 "	53 15
Beaver Cove and Rear Beaver Cove	A. Gillis	4½	1	12 "	26 00
Beaver Harbour and Port Dufferin.	S. Jewers	3½	3	12 "	52 50
Bedford and English Corner	J. Thomas	11	3	6 " (to Dec. 31, '05).	60 00
Bedford and Pockwock	"	15	3	6 " from "	115 00
Bedford and Railway Station	J. Mackenzie	100 yds.	42	12 "	153 37
Bedford and Upper Sackville	A. Peverill	18 rt.	6	12 "	298 00
Beech Hill and Chester Basin	R. Veinot	6	1	12 "	42 42
Beechmont and North West Arm	J. A. McKenzie.	6–4	1–1	9 " (to March 31, '06)	30 00
do do	H. McSween	6–4	1–1	3 " from "	11 00
Beechville and Railway Station	W. Bisho	300 yds.	3	7 " 10 d. fr Nov. 21'05	18 34
Bellefontaine & Harbour au Bouche	M. Bellefontaine	2½	3	1 " from June 1, '06.	3 75
Belle Marche and Eastern Harbour	D. Roche	2	3	12 "	38 25
Belleville and Railway Station	L. V. Portier	⅓	16	12 "	60 00
Belmont and Debert Station	A. L. Stevens	15	2	12 "	50 00
Belmont and Railway Station	T. Lindsay	½	12	12 "	75 00
Benjamin's Mills and Falmouth Station	T. M. Martin	19	3	12 "	269 29

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Berry Hill and Upper Stewiacke	C. B. Miller	5	1	12 months	25 00
Berwick and Berwick West	C. R. Borden	3	3	12 "	40 00
Berwick and Grafton	E. P. Sanford	18 rt.	3	12 "	156 00
Berwick and Morristown	W. A. Reed	14 rt.	2	12 "	80 00
Berwick and Railway Station	T. H. Morse	¾	6	12 "	60 00
Big Beach and Catching Post	D. A. McNeil	⅓	6	12 "	59 20
Big Bras d'Or and Black Rock	M. McDonald	2 9/16	1	12 "	24 00
Big Bras d'Or and Ross Ferry	H. McLeod	14½	3	12 "	232 00
Big Brook and River Dennis Station	H. A. Archibald	5	2	12 "	45 00
Big Glen and Big Pond	D. A. McKinnon	16½	2	12 "	130 00
Big Harbour Island and Malagawatch	M. McIntosh	3	2	12 "	48 12
Big Intervale Cape North and Cape North	N. A. McLennan	5	2	12 "	33 22
Big Intervale Margaree and North East Margaree	D. J. Ross	13	3	12 "	98 00
Big Island and Merigomish	A. G. McGregor	3–13	2	12 "	80 00
Big Lorraine and Louisburg	M. J. Dowd	3	2	12 "	30 00
Big Marsh and Maryville	D. J. Macdonald	3	2	12 "	45 00
Big Pond and Glengarry Valley	M. McNeil	4	1	12 "	32 32
Big Port L'Hebert and Little Port L'Hebert	E. J. Lloyd	2½	2	12 "	30 00
Big Tracadie and Mattie	E. Coty	8	3	9 " (to Mar. 31, '06)	52 50
do do	J. Mattie	8	2	3 " from "	16 25
Big Tracadie and Railway Station	F. Morin	¾	12	12 "	80 00
Billtown and Sheffield Mills	P. E. Sweet	15 rt.	3	12 "	118 00
Birchtown and Clyde River	I. S. Acker	29½	3	12 "	425 00
Bishops Mountain and N. Kingston	A. McGarvey	6½	1	12 "	20 00
Bishopville and Hantsport	W. Bishop	6	2	12 "	64 64
Blacketts Lake and Sydney Forks	R MacKenzie	4	3	12 "	80 00
Black Point and Railway Station	C. Johnstone	1¼	12	2 " (to Aug. 31, '05)	32 50
do do	A. N. Hubby	1¼	12	10 " " from "	90 83
Black Rock and Parrsboro'	W. Phinney	6	1	12 "	65 00
Blanchard Road and New Glasgow	J. J. Webster	20	3	12 "	404 00
Blanche and Cape Negro	S. S. Smith	4	3	12 "	65 00
Blandford and Hubbard	C. McLean	17	3	12 "	189 00
Blandford and Tancook Island	W. Stevens	4¾ & 8¾	2 & 1	12 "	140 00
Blockhouse and Maitland Forks	A. Barry	8½	1	12 "	25 00
Blockhouse and Railway Station	I. Mossman	¼	12	12 "	125 00
Bloomfield and Main Post Road	C. Marr	⅛	6	12 "	25 00
Bloomington and Nictaux Falls	C. H. Dunn	3	2	12 "	35 00
Blue Mountain and East River St. Mary's	A. Cameron	19½	3	12 "	218 00
Blue Mountain and Greenvale	D. A. Stewart	2½	2	12 "	20 00
Blue Mountain and New Glasgow	G. M. Holmes	15½	6	12 "	303 00
Blue Rock and Lunenburg	R. H. Backman	5	2–3	12 "	84 00
Blue Mills and Iron Mines	R. J. McDonald	3	3	12 "	46 00
Boisdale Barrachois and Railway Station	N. L. Nicholson	3 1/8	3	12 "	60 00
Boisdale and Railway Station	J. O'Hanley	½	12	12 "	75 00
Boisdale and Rear of Boisdale	J. McIntyre	5½	1	12 "	27 22
Boulardarie and Little Bras D'or Bridge	W. F. Stubbert	14 & 6	2–3	8 " (to Feb. 28, '06)	170 18
do do	R. McKenzie	14 & 6	2–3	4 " from "	96 06
Bowser Station and Railway Station	A. Bowser	50 yds.	12	10 " and 27 days (from Aug. 5, '05)	22 91
Boyd's and Fraser's Mills	A. A. Boyd	21	3	12 "	30 00
Boylston and Milford Haven Bridge	W. Imlay	¾	12	12 "	69 00
Boylston and Mulgrave	R. W. Whitman	30	3	12 "	480 00
Boylston and South Manchester	J. A. McMaster	3	3	12 "	50 00
Boylston and Tracadie Road	J. A. McPherson	5	2	12 "	30 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brazil Lake and Gardner's Mills	C. E. Nickerson.	2¾	2	12 months	50 00
Brazil Lake and Railway Station	Mrs. A. B. Tupper	¼	3	16 days (to July 16, '05).	108 00
Brentwood and Railway Station	M. Brenton	150 yds.	12	12 months	75 00
Brickton and Railway Station	B. F. Ward.	¼	12	12 "	70 20
Bridgetown and Clarence	W. H. Mackenzie & B. D. Neily.	10	6	9 " (to Mar. 31, '06).	168 00
do do	E. S. Grant.	10	6	3 " from "	100 00
Bridgetown and Dalhousie West	T. Todd	28 rt.	2	12 "	130 00
Bridgetown and Granville Ferry	J. F. Titus	14	6	12 "	348 00
Bridgetown and Hampton	do	6	2	12 "	25 00
Bridgetown and Lawrencetown	C. Poole	7½ & 10½	1-1	12 "	70 61
Bridgetown and Parker's Cove	C. E. Dunn	26 & 12½	2-2	12 "	175 76
Bridgetown and Railway Station	F. Crosskill	¼	12	12 "	100 00
Bridgeville and Railway Station	S. Cameron	⅜	12	12 "	65 00
Bridgewater and Lunenburg	J. C. Tobin	12	3	12 "	175 00
Bridgewater and Mill Village	F. P. Smith	39½	3	12 "	489 00
Bridgewater and Pleasant River	S. I. Feindel	13-10	2-3	12 "	225 00
Bridgewater and Railway Station	do	¼	15-21	12 "	215 85
Bridgewater and Shelburne	A. M. Hogg	86, 89 & 16	6-6	6 " (to Dec. 31, '05).	2,862 76
Bridgewater and Stanley Section	C. D. Walker	32 rt.	2	12 "	220 00
Brighton and Railway Station	C. Marr	4	6	12 "	131 46
Briley's Brook and Railway Station	A. McDonald	⅛	6	12 "	78 25
Broad Cove Chapel and McEachern's Mills	D. McEachren's	2½	2	8 " (from Nov. 1, '05).	26 66
Broad Cove Marsh and Main Post Road	A. McDougall	2	2	12 "	20 00
Broadway and Railway Station	M. Wilkinson	12⅝	3	12 "	143 91
Brookfield and Forest Glen	H. B. Benjamin.	13 rt	2	12 "	75 00
Brookfield and Green's Creek	A. Boomer	8	2	12 "	104 00
Brookfield and Malaga Gold Mines	F. Wyatt	6	6	12 "	230 00
Brookfield and Railway Station	W. S. Hamilton	¼	24	12 "	137 72
do do	A. W. Freeman.	½	6	12 "	49 97
Brookfield and Upper Brookfield	R. Benjamin	4½	2	4 mos. 3 dys. to Nov. 3, '05	25 67
Brookfield and Upper Stewiacke	G. Taylor	18	6	12 "	687 00
Brookland and Salt Springs	G. Gray	2¾	2	12 months	40 00
Brooklyn and Railway Station	A. Godfrey	200 yds.	12	8 mos. 2 dys. fr. Oct. 30, '05	43 62
Brooklyn and Yarmouth	T. Pitman	4	2	12 months	50 00
Brook Village and Centreville East	N. McAskill	5	2	12 "	52 00
Brook Village and Glencoe	P. Campbell	11	2	12 "	100 94
Brook Village and Rosedale	M. McKinnon	5	2	12 "	37 50
Broughton and Railway Station	J. J. Ross	3	12	12 "	156 50
Brown's Mountain and Marshy Hope	D. McEachern	5½	1	12 "	30 00
Brule and Denmark	J. McCoul	5	6	12 "	87 00
Brule shore and Tatamagouche	G. Henderson	7	3	12 "	66 37
Bryon Island and Lemieux	W. Dingwell	9	1	Part of season 1905	120 00
Bryon Island and Leslie	do			8 trips	48 00
Buckfield and Main Post Road	H. Wynott	1	1	12 months	11 00
Burke and Mabou	D. Burke	5	1	12 "	15 00
Burlington and Victoria Harbour	T. A. Baker	16 rt	1	12 "	75 00
Burntcoat and Noel	J. Murray	4½	6	12 "	100 00
Caledonia and Cameron Settlement	D. M. Cameron	9	3	12 "	89 00
Caledonia and Liverpool	B. L. Godfrey	30	6	12 "	949 00
Caledonia and Maitland	E. Lohnes	30 rt	6	12 "	398 00
Caledonia and New Germany	W. H. Johnson	25	3	12 "	790 00
Caledonia and Railway Station	do	½	6	12 "	49 00
Caledonia and West Caledonia	J. McGinty	3	3	12 "	85 00
Caledonia and Westfield	R. Johnson	3	2	12 "	44 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Caledonia and Whiteburn Mines	H. McGuire	6½	3	12 months	87 00
Cambridge Station and Condon Settlement	J. Caldwell	12 rt	2	12 "	110 00
Cambridge Station and Kinsman's Corners	H. Porter	15½ rt	6	12 "	185 00
Cambridge Station and Railway Station	J. Caldwell	⅛	12	12 "	60 00
Camden and Truro	T. J. McKim	8	3	12 "	153 33
Campbell and Railway Station	J. R. McDonald	2½	6	12 "	78 00
Campbell's Mountain and Whycocomagh	J. D. McAskill	7	1	12 "	38 00
Camperdown and Italy Cross	J. Z. Wambolt	4	2	12	50 00
Canaan and Kentville	G. E. DeWolf	6	6	12 "	194 00
Canaan and Tusket	L. Andrews	31 rt	2	3 " (to Sept. 30, '05).	44 25
do do	W. Brayne	31 rt	2	9 " from "	132 75
Canada Creek and Grafton	G. Bolser	7 & 5	2 & 1	12 "	80 80
Canning and Lower Blomidon	B. West	9	6	2 " (from May 1, '06)	31 66
Canning and Medford	O. Strong	5	3	12 "	78 00
Canning and Railway Station	C. W. Dickie	¼	24	12 "	68 00
Canning and Scott's Bay	G. R. Jess	16	6	12 "	332 49
Canning and South Scott's Bay	B. Legge	13	2	10 " (to April 30, '06)	84 23
Canoe Lake and Gaberouse	A. Munro	4	1	12 "	20 00
Canso and Guysboro	J. & W. Armsworthy	34	6	12 "	1,850 00
Canso and Hazel Hill	J. & W. Armsworthy	2	6	15 dys. (from June 16, '06)	5 20
Cape Augnet and Robins	R. Goyetche	2¾	3	12 months	35 00
Cape Dauphin and New Campbellton	D. McDermid	4	2	12 "	50 00
Cape Fourchee and Yarmouth	A. B. Crosby	3	6	Part of seasons, 1905-06.	75 00
Cape George Harbour and St. Peters	K. McKenzie	8	3	12 months	70 00
Cape Negro Island and North East Harbour	G. Perry	3	2	12 "	78 75
Cape North and Dingwall	N. McPherson	4	3	12 "	57 00
Cape Sable Island and Clark's Harbour	G. D. Covert	20 rt	6	12 "	325 76
Carleton and Richfield	E. G. Gavel	9	2	12 "	76 00
Carriboo Gold Mines and Upper Musquodoboit	G. Hamilton	7⅝	6	12 "	198 00
Carriboo Island and Waterside	M. McLean	3½	2	12 "	40 00
Carroll's Corner and Elmsdale	J. Carroll	19 rt	2	12 "	77 75
Castlereagh and Portapique	R. Gamble	16 rt	2	12 "	99 56
Catalone and Grand Lake	H. McDonald	3	3	12 "	32 32
Catalone and New Boston	D. J. McDonald	5	2	12 "	82 00
Catalone and Railway Station	do	2	3	12 "	66 00
Catalone Gut and Railway Station	S. Dickson	½	3	12 "	25 00
Centennial and Long Point	D. McDonald	4	3	12 "	60 00
Central Argyle and Railway Station	C. Spinney	⅜	16	12 "	52 50
Centre Burlington and Cheverie	L. Sandford	8¼	1	12 "	48 00
Centre Burlington and Cogmagun River	C. L. Sandford	5	1	12 "	26 00
Centredale and Lorne	A. A. Campbell	4½	3	12 "	75 00
Centreville and East Halls Harbour Road	R. Thorpe	11 & 9½	2 & 1	9 " (to Mch. 31, '06)	85 29
Centreville and Railway Station	C. M. Roscoe	⅓	18	12 "	64 55
Chance Harbour and Pictou Landing	S. Fraser	4	2	12 "	52 00
Chaplin and Dean	L. A. Dean	2½	3	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Chapman Settlement and Rockwell Settlement	L. Greeno	3	2	12 months	45 00
Charleston and Mill Village	W. N. Baker	2	6	12 "	110 00
Charlos Cove and Guysboro	M. O'Connor	27	6	12 "	729 00
Charlos Cove and White Head	T. Fougere	11½	3	12 "	239 00
Chebogue Point and Yarmouth	C. E. Weston	12 r t	3	12 "	100 00
Cherryfield and Railway Station	S. Meisner	½	3	12 "	48 36
Cherryfield and Sarty's	J. H. Robar	3	1	12 "	30 00
Chester and Duncan	B. Morash	2½	6	2 " (to Aug. 31 '05)	16 66
Chester and Railway Station	G. Mitchell	½	12	2 " " "	18 33
do do	C. Smith	½	12	10 " from "	75 00
Chester and Windsor	J. Webber	35	2	12 "	345 00
Chester Basin and New Ross	J. Jollymore	15	2	3 " (to Sept. 30 '05)	24 50
do do	L. H. Meister	15	2	9 " from "	180 00
Chester Basin and Railway Station	M. S. Boylan	¼	12	2 " (to Aug. 31 '05)	25 00
do do	F. D. Weynott	¼	12	10 " from "	59 80
Cheverie and Newport	M. Rathbun	17¼	6	12 "	680 00
Cheverie and Walton	L. Brown	11½	6	12 "	390 00
Chignecto and Maccan	W. C. Ripley	3½	6	12 "	188 00
Chimney Corner and Dunvegan	R. L. McPherson	7	3	12 "	60 00
Chipman's Brook and Lakeville	A. Pineo	10	2	12 "	84 84
Chipman's Corner and Kentville	I. W. Pyke	2½	6	12 "	100 00
Christmas Island and East Bay	J. Bryden	31	3	12 "	520 00
Christmas Island and Railway Stn.	J. McDougall	¼	12	12 "	55 00
Church Point and Railway Station	V. Thibodeau	2½	12	12 "	150 00
Churchville and New Glasgow	J. J. McMillan	6	3	12 "	100 00
Claremont and River Philip	F. S. Bent	4	2	12 "	83 20
Clarke's Harbour and The Hawk	M. Atwood	3½	6	12 "	150 00
Clarke's Road and Louisburg	J. McLean	4½	1	12 "	29 00
Clarksville and Railway Station	A. E. Clark	100 yds.	6	12 "	1 00
Claverhouse and Kinloch	A. McCormack	13½	3	12 "	139 36
Clementsport and Clementsvale	C. W. Trimper	4	6	12 "	118 00
Clementsport and Railway Station	E. Rawding	½	12	12 "	80 00
Clementsvale and Princedale	T. E. Milner	3½	2	12 "	48 00
Cleveland and Kempt Road	J. N. McLellan	4	6	12 "	140 00
Cleveland and Cleveland Siding	D. A. McLeod	1	12	12 "	75 00
Cloverdale and Middle Stewiacke	T. Winton	7	2	12 "	80 00
Clyde River and Upper Clyde River	J. McKay	25¼	1	12 "	120 75
Clydevale and Earltown	J. Graham	4½	2	12 "	50 00
Coady Settlement and Main Post Road	J. M. Coady	¼	3	12 "	10 00
Coddles Harbour and Goldboro	J. W. Taylor	7⅛	2	12 "	102 66
Coldbrook Station and Railway Station	E. E. Porter	¼	12	12 "	78 25
College Grant and Lochaber	D. Gillis	6	2	12 "	55 25
Collegeville and North Lochaber	G. A. Stewart	6½	3	2 " (to Aug. 31 '05)	14 62
Collingwood Corner and Farmington	G. Nix	12½	3	12 "	124 00
Collingwood Corner and Jackson's	do	6½	3	12 "	118 50
Collingwood Corner and Oxford Junction Station	do	8	6	9 " (to Mar. 31 '06)	187 50
Collingwood Corner and Oxford Junction Station	J. K. Chapman	8	6	3 " from "	49 75
Comeau's Hill and East Chebogue	H. Van Horn	8½	2	12 "	90 00
Comeauville and Railway Station	C. Gaudet	2¾	12	12 "	175 00
Concession and Railway Station	P. J. Doucet	1¼	6	12 "	60 00
Conn's Mills and Railway Station	A. De Mings	⅝	6	12 "	32 00
Conquerall Mills and Hebbs Cross	A. Veinot	2½	3	3 " (to Sept. 30, 05).	15 00
do do	F. Kaulbach	2½	3	9 " from "	45 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cooks Brook and Little River Musquodoboit	E. Cook	6	3	12 months	90 00
Copper Lake and North Lochaber	A. Manson	4¼	3	12 "	73 31
Corberrie and Weymouth Bridge	P. Gandet	14	3	12 "	280 50
Cow Bay and Dartmouth	G. Richard	20 rt	2	12 "	150 00
Cox Heath and Sydney River	M. D. Lewis	2	6	12 "	104 00
Craigmore and Railway Station	A. Cameron	1¾	6	12 "	60 00
Cranton Section and Frizzleton	G. Ingraham	3½	3	12 "	39 00
Cross Roads and Country Harbour and Forest Hill	J. A. Mason	9	3	12 "	100 00
Cross Roads Leitche's Creek and Leitche's Creek	D. Johnson	3	3	12 "	30 50
Cross Roads, Leitche's Creek and North West Arm	A D. Clark	1½	6	12 "	60 00
Cross Roads, Leitche's Creek and Railway Station	A. D. Clark	¼	6	12 "	56 80
Cross Roads Ohio and Donnybrook	A. Lays	7 11/16	1	12 "	30 00
Cross Roads Ohio and James River Station	J. J. McLean	10	6	12 "	243 00
Cross Roads St. Georges Channel and West Bay	M. R. Hill	15	3	12 "	273 00
Crousetown and Petite Riviere Bridge	S. Hilton	3	1	12 "	24 00
Culloden and Digby	C. E. Turnbull	16 rt	1	12 "	78 00
Cumming's Mountain and Sunnybrae	J. R. McIntosh	3	2	12 "	35 00
Dalhousie Road and Lakeview	J. Forrestal	5	1	7 " (to Jany. 31'06)	17 50
do do	do	5	2	5 " from "	25 00
Dalhousie Road and Springfield Railway Station	R. Stoddart	10½, 6½ & 1 1/16	3, 6 & 12	12 "	320 00
Dalhousie Settlement and Scotsburn Station	C. A. McIntosh	11½	3	12 "	168 06
Danesville and Railway Station	W. J. Wambolt	2	3	8 do 2 dys from Oct 30'05	52 50
Dartmouth and Halifax	J. R. Maclean	1¼	18	12 months	225 00
Dartmouth and Montagne Gold Mines	F. W. Cooper	7	3	12 "	120 00
Dartmouth and Musquodoboit Harbour	R. L. Wambolt	34	3	12 "	584 00
Dean and Shubenacadie	W. H. Guild	36	6	12 "	838 00
Debert Station and Folly Mountain	D. E. Totten	19¼ & 18¼	2 & 1	12 "	135 72
Debert Station and Masstown	G. W. Vance	4	6	12 "	115 00
Debert Station and Railway Station	J. Cottam	75 yds	12	12 "	60 00
Deep Brook and Railway Station	J. R. Vroom	185 yds	12	12 "	36 00
Deep Brook and Waldeck Line	S. Henshaw	2½	2	12 "	35 00
Deep Cove and Gaberouse	R. Thomas	5	1	12 "	20 00
Deepdale and Strathlorne	A. J. McLellan	2	6	12 "	75 00
Delap's Cove and Granville Ferry	W. Hardy	12	2	12 "	96 00
Denmark and Railway Station	J. W. McLeod	⅛	12	12 "	50 08
Denmark and Truro	H. Marshall	12 & 21	6 & 3	12 "	728 00
Descouse and Lennox Ferry	A. Landry	3½	6	12 "	100 00
Descouse and Rocky Bay	J. P. Gruchy	6½	3	12 "	54 72
Devon and Goffs	M. Smith	7	2	6 do to Dec. 31, '05 & arrears	33 59
do do	J. G. Kerr	7	2	6 do from do	39 00
Digby and Port Wade	J. W. Mussells	8	2	3 mos. (from Apr. 1, '06)	12 25
Digby and Railway Station	E. Turnbull	200 yds.	12	12 months	93 75
Digby and West Ferry	J. W. Mussells	8	2	9 " to Mar. 31 '06	36 75
Digby and Westport	W. H. Eldridge	43	6	12 "	1,050 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Digby Wharf and Railway Station.	C. Winchester..	¼	as req.	12 months.....	80 00
Dominion No. 6 and Glace Bay....	D. Merlin .. .	5	6	6 " (from Jan. 1, '06.)	250 00
Doucettville and North Range Corner.....	J. Zeigler.....	8	3	12 "	110 00
Dufferin Mines and Port Dufferin..	E. Gallagher ...	4	3	12 "	85 85
Duncan and Railway Station	H. Rafuse	¾	6	10 " (from Sept. 1, '05.)	40 83
Duncan's Cove and Main Post Road.	D. Connors.....	1	2	10 " "	41 25
Dunnaglass and Maple Ridge.....	A. D. Fraser....	3¾	2	12 "	39 50
Dunmore and McPherson	H. McGillivray.	1½	3	12 "	29 50
Dunvegan and Margaree Island....	D. G. McLellan.	5	1	12 "	38 00
Earltown and West Earltown .	D. R. McKay...	5	2	12 "	70 00
East Amherst and Hastings.....	J. S. Crandall...	21	2	12 "	40 00
East Bay and Glen Morrison	D. Morrison .	4½	2	12 "	40 00
East Bay and McAdam's Lake ...	A. McMullin....	7¼	2	12 "	67 00
East Bay and Rear East Bay	J. Campbell	3¾	2	12 "	45 00
East Chezzetcook and Head of Chezzetcook.....	J. W. Pettipas..	3	2	12 "	28 00
East Chezzetcook and Lower East Chezzetcook	U. Roast.....	5⅜	3	12 "	60 00
East Dover and McGrath's Cove...	W. Murphy.....	3	3	12 "	25 00
East Dover and Peggy's Cove	A. A. Scott.....	4	3	12 "	100 50
Eastern Harbour and Little River Cheticamp.....	P. Poirier	2½	2	12 "	30 00
Eastern Harbour and Margaree Harbour.....	T. B. Shaw....	23	6	12 "	525 00
Eastern Harbour and Pleasant Bay.	E. Camul.....	24½	2	12 "	300 00
East Inglesville and Lawrencetown.	J. W. Banks....	7 & 4	2 & 2	12 "	93 00
East Jeddore and Jeddor Oyster Ponds.....	F. H. Stoddard.	4⅛	2	12 "	49 00
East Mapleton and East Southampton.....	R. G. Harrison..	6	3	12 "	124 00
East Margaree and Main Post Road.	D. McInnis.....	2	6	12 "	65 00
East Mountain and Valley Station.	E. Nelson	3¾	2	12 "	75 00
East Pubnico and Railway Station.	B. Hines	⅛	16	12 "	60 00
East River and Railway Station...	J. Meisner.....	⅓	6	12 "	70 83
East River St. Marys and Green's Brook.....	T. Green	5½	2	12 "	40 00
East River Sheet Harbour and Lewiston.....	G. E. M. Lewis.	7	6	12 "	198 00
East Side Port L'Hebert and Port Joli.....	W. McDonald..	7	1	12 "	40 00
East Side Ragged Islands and Wall's Corner.....	J. Mathews.....	3	2	12 "	75 00
East Southampton and Railway Station.....	R. G. Harrison..	¼	12	12 "	60 00
East Southampton and South Brook.	J. W. Brown ...	5	2	12 "	50 00
Eastville and Upper Stewiacke	G. Dickie. .. .	18½rt	6	12 "	269 00
East Wentworth and Wentworth S'n	D. G. Whidden.	5	3	12 "	79 79
Edwardsville and North West Arm.	J. McDonald....	6	3	12 "	164 66
Eel Brook and Lower Eel Brook...	J. T. Surette....	2	6	12 "	75 75
Eel Brook and Railway Station. .	W. H. Lent.....	2½ & 1¼	6 & 16	12 "	175 00
Eel Cove and Main Post Road	D. McLeod.....	⅛	6	12 "	15 00
Eel Creek and Oxford.	M. Hannon.....	19 rt.	3	12 "	140 00
Eight Island Lake and Main Post Road.....	J. R. Sutherland	½	3	12 "	25 00
Ellershouse and Hartville..... ...	G. Swinehammer	1½	6	12 "	55 00
Ellershouse and Newport	W. Smiley.....	5½	2	12 "	100 00
Ellershouse and Railway Station...	J. McDonald....	50 yds.	24	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Elmsdale and Nine Mile River	J. McDonald	7	2	3 mos. (to Sept. 30, '05).	20 17
Elmsdale and Upper Nine Mile River	A. J. Horne	11	3	8 " 16 dys.(from Oct. 16, '05)	142 72
Elmsdale and Railway Station	H.R. Whitehead	80 yds.	18	12 "	93 90
Emerald and Main Post Road	M. I. Tompkins.	3½	2	12 "	40 00
Enfield and Goffs	E. McDonald	6 9/20	3	12 " and arrears	118 76
Enfield and Railway Station	H. F. Donaldson	80 yds.	18	12 "	100 00
Enfield and Renfrew	F. D. Horne	7	2	12 "	74 00
English Corner and Pockwock	R.D. Haverstock	4	3	6 " (to Dec. 31, '05).	25 00
Englishtown and Ingonish Ferry	K. McInnis.	25½	6	3 " (to Sept. 30, '05).	360 00
do do	D. B. Macleod	25½	6	9 " from "	1,086 00
Englishtown and Murray	F.J.D. Barnjum	3	6	12 "	180 00
Englishtown and North Sydney	J. Old	27 8/11	6	12 "	753 17
Erinville and Roman Valley	P. E. Farrell	7	1	12 "	32 80
Essex and Port Hastings	J. McKinnon	12	1	12 "	57 00
Estmere Alba and Railway Station	W. J. Kennedy	4½ & 2	6 & 3	12 "	90 00
Etang du Nord and Grand Entry	J. Patton	24½	as req.	Part of seasons 1905 06	125 00
Eureka and Island East River	A. McKenzie	2½	3	12 months	78 00
Eureka and Railway Station	H. Grant	¼	24	12 "	100 00
Evanston and Railway Station	J. C. McLeod	¼	6	12 "	20 00
Fairview Station and Railway Stn	V. E. Purcell	250 yds.	6	12 "	78 00
Falkland and Herring Cove	P. V. Hayes	3	2	12 "	50 00
Falmouth Station and Railway Stn	F. H. Manning	12 yds.	12	12 "	60 00
Fauxbourg and Lunenburg	R. A. Backman	6½	1 & 2	12 "	49 50
Feltz South and Rose Bay	W. Mosher	6¼	1 & 3	12 "	70 08
Fenwick and Nappau Station	A. E. Ripley	3½	3	6 " (to Dec. 30, '05)	30 50
do do	F. C. Smith	3½	3	6 " from "	33 00
Ferguson's Lake and Main Post Rd	D. Ferguson	1¼	3	12 "	25 00
Ferry Landing and Little Narrows	A. McCaskill	2½	3	12 "	45 00
Ferry Landing and Railway Station	K. McLennan	5½	6	12 "	100 16
Fifteen Mile Stream and Hopewell	J. McNaughton	29½ & 5¼	1 & 3	12 "	340 00
Fisherman's Harbour and Port Hillford	N. Bingley	11	3	12 "	200 00
Five Islands and Great Village	S. F. Fletcher	28½	6	9 " (to March 31,'06)	524 25
do do	J. C. Jamieson	28½	6	3 " from "	174 75
Five Islands and Lower Five Islands	D. Corbett	2	6	12 "	80 00
Five Islands and Parrsboro	A. F. Durning	15	6	12 "	370 00
Florence and Little Pond	W. Marsh	2	1	12 "	17 50
Florence and Sydney Mines	P. A. Stubbert	2	6	3 " (to Sept. 30, '05)	23 47
do do	J. McKeigan	2	6	9 " from "	70 43
Folly Lake and Railway Station	C. Fields	100 yds.	12	12 "	40 00
Folly Village and Railway Station	F. G. Wheaton	4½	12	12 "	200 00
Forbes Point and Lower East Pubnico	J. L. Amiro	7	8	12 "	290 00
Forest Glade and Margaretville	J. I. Nixon	8	3	12 "	75 00
Forest Glen and Kingross	T. McLean	3	1	12 "	20 00
Forties Settlement and Fraserville	L. Hiltz	5	2	12 "	40 00
Forties Settlement and New Ross	J. Corkum	5 & 12	1 & 1	12 "	101 66
Fort Lawrence and Railway Stn	C. E. Baker	¼	12	12 "	113 62
Fort Lawrence and Upper Fort Lawrence	M. Chapman	2½	3	12 "	80 00
Fort Louisbourg and Louisbourg	M. Pope	3½	2	12 "	35 00
Fort Point and Weymouth	G. T. Cook	3	2	12 "	30 00
Fourchu and Gaberouse	G. Hardy	3	12	12 "	210 00
Fourchu and Grand River	G. Hardy	30	3	12 "	350 00
Fourteen Mile House and Railway Station	E. B. Hubly	350 yds.	12	8 " (from Nov. 1, '05)	0 66

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Divisions in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fox Harbour and Wallace	B. Robertson	4 & 13	3	12 months	60 00
Framboise and Loch Lomond	D. Patterson	12	2	12 "	100 00
Framboise and North Framboise	A. McQuien	5	1	12 "	25 00
Fraser's Grant and Heatherton	A. McDougall	5	1	12 "	46 00
Fraser's Grant and New France	L. McNeil	1½	1	12 "	12 00
French River and McGrath's M't'n	W. Flynn	4¾	2	12 "	28 50
Frenchvale and North West Arm	M. H. Gouthro	7	2	12 "	80 00
Frizzleton and Marsh Brook	E. Burton	4½	3	12 "	40 00
Gaberouse and Gaberouse Barrachois	D. J. McLeod	1½	2	12 "	40 00
Gaberouse and Gull Cove	E. Bagnell	4	1	12 "	40 00
Gaberouse and Sydney	D. McRae	27	3	12 "	500 00
Gairloch Mountain and West Side Middle River	N. Nicholson	4	2	12 "	40 00
Gardiner Mines and Old Bridgeport Mines	H. Boutelier	1½	6	12 "	85 00
Gaspereaux and Vesuvius	J. D. Martin	19⅔ rt.	2	12 "	82 33
Gaspereaux and Wolfville	M. Cleveland	2½	6	12 "	96 00
Gay's River and Ramsay	M. Andrews	7½	2	6 " (to Dec. 31, '05)	45 00
Gay's River and West St. Andrews	do	7½	2	6 " from "	45 00
Gegoggin and Liscomb	H. Croft	6⅝	1	10 " 17 days (from Aug. 15, '05)	43 87
Georges River, North Sydney Junction Railway Stations	L. Day	21	12	12 "	200 00
Georges River and Scotch Lake	J. M. McLeod	1¾	6	12 "	104 00
Georges River Station and Long Island Main	D. B. O'Handley	2½	2	12 "	75 00
Georges River Station and Ry. Stn.	W. Almon	80 yds.	3	12 "	25 00
Georgeville and Greendale	A. McInnis	7	1	12 "	35 00
Georgeville and Malignant Cove	D. McInnis	7	6	12 "	155 00
Georgeville and Morar	J. A. Gillis	2½	3	12 "	46 80
Gerrard Island and Pope's Harbour	G. Gerrard	2½	3	12 "	50 00
Gilbert Cove and Railway Station	C. White	3¼	12	12 "	170 00
Gilbert Mountain and Halfway River Station	D. Atkinson	8	2	12 "	78 50
Gillanders Mountain and Middle River	C. McLennan	4	1	12 "	21 00
Gillis Cove and Orangedale	P. McLellan	3½	2	12 "	50 00
Glace Bay and Port Caledonia	D. Merlin	3	6	6 " (to Dec. 31, '05)	150 00
Glace Bay and Railway Station	S. H. Petrie	¼	6	12 "	75 00
Glasgow and Shunacadie	D. S. McKinnon	4	2	12 "	35 00
Glassburn and Main Post Road	J. B. McDonald	1/16	6	12 "	8 00
Glencoe and Upper Glencoe	P. Campbell	5	2	12 "	39 90
Glendale and West Bay Road	A. McDonald	7⅜	6	12 "	244 00
Glendyer and Railway Station	N. Cameron	¾	6	12 "	60 60
Glenelg and Sherbrooke	J. McGrath	11	3	12 "	149 00
Glengarry and Mabou	A. Beaton	4	2	12 "	30 00
Glengarry Station and Railway Station	A. McArthur	100 yds.	12	12 "	53 41
Glengarry Station and Union Centre	D. McDermid	22 rt.	3	12 "	189 00
Glen Margaret and Peggy's Cove	O. Dauphin	9½	6	12 "	178 39
Glen Margaret and Railway Station	W. Mahar	10	6	12 "	199 00
Glenora and Main Post Road	W. A. Lamey	4	3	3 " 24 days (to Oct. 24, '05)	11 03
Glenora Falls and Mabou	A. D. Campbell	3	3	12 "	50 00
Glenville and Willowbank	D. D. McLellan	1¾	3	12 "	30 00
Glenwood and Railway Station	J. Frost & Sons	3	16	12 "	200 00
Glenwood and Roberts Island	do	3	2	12 "	25 00
Goldenville and Sherbrooke	M. McGrath	2½	3	12 "	70 00
Gold River and Railway Station	A. Keddy	¾	6 & 12	12 "	144 79

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gore and Maitland	R. S. Walker	20	1 & 2	12 months	345 00
Gore and Mount Uniacke	D. McPhee	27	3	12 "	440 00
Gore and Newport	G. A. Casey	41 rt.	3	12 "	353 00
Gore and Shubenacadie	A. C. Densmore.	40, 45,33	1, 1, 1	12 "	328 00
Grand Anse and Railway Station	M. McPherson	1½	12	12 "	100 00
Grand Entry and Lemieux	H. Taker	6-13	1	Part of season 1905	48 00
Grand Entry and Leslie	do	13	1	" 1906	12 50
Grand Entry and Old Harry	W. E. Clarke	6	1	Part of seasons 1905-6	100 00
Grandique Ferry and Lennox Ferry	J. V. Shaw	¾	6	12 months	600 00
Grandique Ferry and Railway Station	J. McDonald	2½	6	12 "	120 00
Grandique Ferry and West Arichat	J. A. Parker	11	6	12 "	495 00
Grand Lake Station and Railway Station.	S. C. Fiske	300 yds.	12	12 "	35 00
Grand Narrows and Railway Station	E. A. Macneil	⅛	12	12 "	35 00
Grand Pre and Long Island	A. Fullerton	2½	3	12 "	80 00
Grand Pre and Melanson	J. L. Simson	3	3	12 "	70 00
Grand Pre and Railway Station	E. McLatchy	½	12	12 "	87 64
Grand River and Grand River Falls	D. N. McKillop.	4	2	12 "	42 50
Grand River and Lewis Cove Road.	H. McLeod	3	2	12 "	20 00
Grand River and St. Peters	A. McEachern	17	6	12 "	499 00
Granton and Westville	D. Porter	7	3	12 "	234 00
Granville Ferry and Victoria Beach.	L. M. Young	17	6	12 "	312 00
Great Village and Railway Station.	A. S. Kent	4	12	12 "	146 00
Green Cove and Main Post Road	W. H. Dupe	1¼	2	12 "	25 00
Greenfield and Middlefield	J. E. Tibert	5	3 & 6	12 "	97 32
Greenfield and Valley Station	A. J. McKenzie.	5	2	12 "	91 00
Green Hill and Westville	J. D. Cameron.	6	3	12 "	156 00
Greenville Station and Henderson Settlement	J. R. McKeand.	6	3	12 "	80 00
Greenville Station and Railway St'n	W. C. Brown	100yds.	12	12 "	50 00
Greenwich and Lower Canard	H. W. Forsyth	6½ & 1	6 & 12	12 "	259 93
Greenwich and Railway Station	do	12yds.	24	6 " (to Dec. 31, '05.)	31 30
do do	G. D. Brown	12yds.	24	6 " from "	31 30
Greenwich and White Rock Mills	J. L. Bishop	5	3	12 "	62 36
Grindstone Island, Etang du Nord and South Beach	J. Patton	5 & 9½	2 & 2	Part of seasons, 1905-06	175 00
Grosses Coques and Railway Station	J. A. Comeau	4½	12	12 months	325 00
Grosvenor and Railway Station	S. J. O'Neill	5	3	12 "	101 00
Gunning Cove and McNutts' Island	C. Rapp	3½	1	12 "	25 00
Guysboro' and Heatherton	D. D. Harington	28	6	12 "	1,378 00
Guysboro' and Salmon River Lake.	J. E. Lawlor	13	3	12 "	181 00
Guysboro' Intervale and North Intervale	W. A. McKenzie	3	3	9 " (to March 31,'06)	36 00
Guysboro' Intervale and North Intervale.	D. J. McDougall	3	3	3 " from "	12 00
Half Island Cove and Lower Whitehaven	S. Hendsbee	13	6	12 "	324 00
Halfway Brook and Lilyvale	S. Pyke	2½	2	12 "	31 50
Halfway River Station and Harrison Settlement	I. Fullerton	6	2	12 "	95 40
Halfway River Station and Pettigrew Settlement	F. Fullerton	4½	3	12 "	85 00
Halfway River Station and Railway Station.	do	⅝	12	12 "	50 00
Halifax Letter Carriers Service	Halifax Electric Tramway Co.			12 "	360 00
Halifax and Lower Prospect	S. Slaunwhite	22½	3	12 "	210 00
do do	J. Doherty	21	3	12 "	225 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Halifax and Railway Station	D. McLellan	1⅛	as req.	12 months, less fine	1,190 00
Halifax and Sambro	J. N. Smith, Jr.	21½	3	12 "	180 00
Halifax and Street Letter Boxes	W. Creighton	18,3½&20	12, 6 & 6	12 "	2,034 63
Halifax and West River Sheet Harbour	T. Cox	83 & 44¾	3 & 3	12 "	1,749 07
Halifax and Wharf	F. Hughes			Special trips	8 00
Halifax Special Christmas delivery	J. M. McGrath			"	21 38
Hantsport and Lockhartville	B. Mason	3	3	9 months (to Mar. 31, '06)	58 50
do do	G. King	3	3	" from "	19 50
Hantsport and Railway Station	S. H. Mitchener	⅛	24	12 "	68 00
Harbour au Bouche and Railway Stn	M. Pelrine	2	12	12 "	90 00
Harbourville and Railway Station	G. Collins	12	3	12 "	300 00
Hawthorne and Port Hood	J. S. Gillis	4	2	12 "	28 00
Hay Cove and Loch Lomond	R. D. Morrison	12 7/10	3	12 "	83 04
do do	J. N. MacDonald	½, ½	3	12 "	27 50
Hay River and Mount Young	A. S. McKinnon	1½	1	12 "	30 00
Hazel Hill and Little Dover	P. Sampson	4	2	12 "	60 00
Head Jeddore and Lower West Jeddore	S. Dooks	9	3	12 "	119 00
Head of Jeddore and Myer's Point	C. I. Myers	2½	3	2 " (from May 1, '06)	6 66
Head of River Hebert and River Hebert	J. O. Scott	5	3	12 "	135 00
Head of St. Margaret's Bay and Railway Station	W. Mahar	2⅓	12	12 "	99 00
Heathbell and Scotsburn Station	D. G. McKay	3	3	12 "	71 00
Heatherton and Railway Station	D. D. Harrington	½	12	12 "	56 34
Hebbs Cross and Micmac Gold Mines	B. Boliver	3½	3	12 "	25 00
Hebbs Cross and Railway Station	J. E. Hebb	350 yds.	12	8 " 2 dys. (from Oct. 30, '05)	42 00
Hebron and Port Maitland	Porter&Thurst'n	8	6	6 " Pt. seasons 1905-6	100 00
Hebron and Railway Station	S. A. Bain	¼	12	12 "	75 00
Hectanooga and Railway Station	J. A. Blackadar	50 yds.	12	12 "	40 00
Hemford and Railway Station	W. Mailman	⅙	6	12 "	26 00
Hemford and Simpson's Corner	do	3	3	12 "	100 00
Hilden and Railway Station	J. Wynn	⅓	12	12 "	56 28
Hillaton and Railway Station	C. Dorman	¼	24	12 "	101 01
Hill Grove and Railway Station	J. Trevoy & E. Harris	3	3	12 "	60 00
Hillside and Railway Station	M. Ferguson	12½	3	12 "	216 84
Hodson and River John	D. E. Logan	10	3	12 "	69 00
Horneville and South Port Morien	H. Spencer	9 & 10	1	12 "	49 16
Hopewell and Railway Station	F. Proudfoot	⅛	12	12 "	50 00
Hortonville and Railway Station	F. G. Curry	¼	12	12 "	100 00
Hubbard's and Railway Station	McLean Bros	⅛	12	2 " (to Aug. 31, '05).	7 25
do do	A. W. Stratford.	⅛	12	10 " from "	31 20
Indian Harbour Lake and Sherbrooke	A. Cameron	41 rt.	3	12 "	193 00
Indian Point and Mahone Bay	J. A. Andrews	5	2	3 " (to Sept. 30, '05).	11 81
do do	E. Mosher	5	2	9 " (fr. Sept. 30, '05).	56 25
Ingonish Ferry and New Haven	S. S. Burke	21½	6	9 " (fr. Oct. 1, '05).	711 00
Ingram River and Railway Station	C. Johnson	1	12	1 " (to July 31, '05).	15 50
Inverness and Railway Station	D. McIsaac	¼	12	9 " (to Mch. 31, '06, less fine	43 00
do do	A. J. Campbell	¼	12	3 " (to Mch. 31, '06).	18 78
Inverness and Sight Point	J. D. McEachen	9	2	12 "	70 00
Inverness Asylum and Railway Station	D. F. McDonnell	½	6	9 " (to Mar. 31, '06).	22 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Inverness Asylum and Railway Station	A. F. Beaton	½	6	3 mos. (from Mar. 31, '06)	18 75
Iona and Lower Washabuck	D. D. McNeil	33 rt.	3	12 "	225 00
Iona and Railway Station	E. A. Macneil	⅛	12	12 "	50 00
Irish Cove and Lake Uist	D. McDougall	5	2	12 "	32 32
Irish Cove and St. Peters	A. McNeil	27	6	12 "	950 00
Irish Cove and Sydney	do	34½	6	12 "	1,400 00
Iron Ore and Sunnybrae	J. McDonald	4	1	12 "	26 00
Iron Rock and Railway Station	C. Fraser	300 yds.	12	12 "	60 00
Italy Cross and Railway Station	T. Brady	¼	12	8 " 2 dys. (from Oct. 30, '05)	20 13
Ivera and Upper Middle River	J. H. McLennan	2	2	12 "	20 00
Jacksonville and North Sydney	J. B. Jackson	3½	6	12 "	100 00
James River and James River Station	P. McDonald	3	2	12 "	35 50
James River Station and Railway Station	J. McDonald	100 yds.	12	12 "	80 00
Jamesville and McKinnon's Harbour	M. McDonald	2½	3	12 "	50 00
Jauvrin's Harbour and West Arichat	S. Bonin	5	2	12 "	90 00
Jeddore Oyster Ponds and Upper Lakeville	H. Faulkner	4	2	12 "	40 00
Jersey Cove and Main Post Road	J. Montgomery	350 yds.	6	12 "	15 00
Joggin Bridge and Railway Station	H. J. Woodman	1½	12	12 "	81 38
Joggins Mines and Lower Cove	C. Melanson	3	6	12 "	199 00
Joggins Mines and Railway Station	do	¾	12	12 "	81 36
Jordan Bay and Shelbourne	J. H. Bower	5&24 rt.	3 & 3	3 " (to Sept. 30, '05)	100 00
do do	L. Hipson	5 & 24	3 & 3	9 " from "	221 25
Jubilee and McKinnon's Harbour	D. A. McNeil	6½	3	12 "	68 00
Judique and Melford	J. D. McDonald	14½	2	12 "	120 00
Judique and Railway Station	N. S. McIsaac	1	12	12 "	37 50
Judique and Upper South West Mabou	A. McLellan	10	2	12 "	68 42
Kemptville and Railway Station	J. W. Crosby	12½	3	9 " (from Oct. 1, '05)	127 50
Kenloch and Scotsville	A. Kennedy	7½	2	12 "	62 08
Kennetcook Corner and Noel	J. Murray	20 rt.	2	12 "	80 00
Kennetcook Corner and Railway Station	T. Barron	200 yds.	6	12 "	31 30
Kennington Cove and Louisburg	A. McLean	6	1	12 "	40 00
Kentville and Lakeville	M. Driscoll	19 rt.	6	3 " (to Sept. 30, '05)	74 25
do do	W. Boyle	19 rt.	6	9 " from "	222 75
Kentville and New Ross	J. S. Murphy	26	2	12 "	308 00
Kentville and Railway Station	J. H. Hiltz	⅛	36	12 "	150 00
Kerrowgare and Sunnybrae	A. McL. Sinclair	4	2	12 "	46 00
Kewstoke and Whycocomagh	A. McQueen	7½	1	12 "	50 00
Kingsbury and Lunenburgh	E. N. Naas	34½	6	3 " (to Sept. 30, '05)	115 46
do do	L. B. Young	34½	6	9 " from "	375 00
King's Head and New Glasgow	M. McKenzie	7½	3	12 "	156 00
Kingsport and Medford	W. West	2	3	12 "	40 40
Kingsport and Railway Station	E. C. Wall	¼	24	12 "	100 00
Kingsport and Railway Wharf	J. D. Ells	½	12	Part of seasons 1905-6	52 50
Kingston Station and Melvern Square	J. Randall	2½	6	12 months	150 00
Kingston Station and North Kingston	G. Walker	9 N. & 1 S. rt.	1 & 2	12 "	100 00
Kingston Station and Railway Station	J. F. Reagh	100 yds.	12	12 "	31 30
Kingston Station and Tremont	M. H. Welton	14½ & 16	1 & 1	3 " (to Sept. 30, '05)	18 75
do do	E. Neily	14½ & 16	1 & 1	9 " from "	70 20
do do	A. J. Saunders	4	1	12 "	20 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kingsville and McIntyre's Mountain	A. D. McIntyre	5	2	12 months	46 50
Kinsman's Corner and Waterville	R. D. Pineo	15 rt.	6	12 "	300 00
La Have Island and West Dublin	R. Bushen	5	2	12 "	102 25
Lake Annis and Railway Station	G. A. Cossar	½	6	12 "	50 00
Lake Killarney and Shinemicas Bridge	E. Wood	3½	2	12 "	30 00
Lakelands and Railway Station	J. E. Brown	½	6	12 "	102 96
Lake Munro and Milford	R. Wentzell	7	3	12 "	59 00
Lake Pleasant and Springfield	L. McNaye	2½	3	9 " (to Mar. 31, '06)	26 25
do do	W. S. Saunders	1½	3	3 " from "	12 50
Lake Ramsay and New Ross	N. Keddy	5	2	12 "	42 00
Lakevale and West Lakevale	R. R. Boyd	3¼	6	12 "	90 00
Landor and Lower Stewiacke	R. Jeffers	4½	2	12 "	60 00
Lansdowne Station and Pleasant Valley	W. Murray	14	3	12 "	200 00
Lansdowne Station and Railway Station	A. McLeod	½	12	12 "	50 00
Lapland and Newcomb	J. Garber	20 rt.	2	12 "	80 00
Lawrencetown and Nictaux Corners School House	H. Daniels	16 rt.	3	12 "	95 00
Lawrencetown and Railway Stn	W. G. James	¼	12	12 "	80 00
Leamington and Springhill	G. Nelson	4	2	12 "	79 00
Leitche's Creek and Upper Leitche's Creek	A. Beaton	5	1	12 "	35 00
Lewis Bay West and Victoria Bdge	A. A. Gillis	4	3	12 "	45 00
Lewis Mills and Mount Uniacke	W. Glassey	8	2	12 "	120 00
Lewis Mountain and Whycocomagh Bay, North Side	N. Martin	4	2	12 "	43 26
Lexington and Port Hastings	J. McKinnon	3	3	12 "	59 00
Linden and Pugwash	T. Hollis	10 & 12	3 & 3	12 "	239 80
Lingan and Sydney	J. C. Kehoe	36¼ rt.	6	12 "	700 00
Linwood and Railway Station	H. DeCoste	2	12	12 "	55 33
Liscomb and Little Liscomb	E. Randolph	3	2	8 " (from Nov. 1, '05)	22 00
Liscomb Mills and West Liscomb	E. Misener	6	2	12 "	70 00
Little Bass River and Pleasant Hills	D. McLaughlin	5	2	12 "	41 00
Little Bras d'or and Point Aconi	J. Day	7	1	3 " (to Sept. 30, '05)	13 00
do do	J. C. Brewer	5½	1	9 " from "	44 99
Little Harbour and Reidway	S. J. Reid	4	1	12 "	25 00
Little Judique and Railway Stn	A. D. Beaton	2½	6	12 "	71 99
Little Lorraine and Mainadieu	J. McDonald	4	2	12 "	60 00
Little Mabou and Port Hood	A. H. McIsaac	4	1	12 "	18 00
Little Port L'Hebert and Sable River	S. A. Craig	10	2	12 "	120 00
Little River Musquodoboit and Lower Meagher's Grant	R. M. Boyer	7½	3	12 "	120 00
Liverpool and Milton	W. J. Stafford	3	12	12 "	147 00
Liverpool and Port Medway	F. B. Dolliver	13	6	12 "	374 90
Liverpool and Railway Station	F. Frelick	1	12	8 " 2 days (from Oct 30, 1905)	130 81
Liverpool and Shelburne	J. R. Hogg	61,58&16	6 & 6	6 " (from Jany., '06)	2,262 76
Liverpool and Western Head	A. L. West	7	3	9 " (to Mar. 31, '06)	112 50
do do	W. T. Stafford	7	3	3 " from "	32 50
Livingston's Cove and Point of Cape	D. McDougall	4	1	12 "	19 00
Lochaber Mines and Main Post Road	J. S. McCarthy	1	6	12 "	35 00
Loch Broom and Railway Station	R. McLeod	¼	3	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Londonderry and Railway Station.	R. P. Bigney....	2¾	18	12 months	106 09
do do ..	J. S. Giddens ..	200 yds.	12	12 "	65 00
Long Point and Railway Station...	C. Chisholm....	1½	6	12 "	60 00
Louisburg and Railway Station....	N. H. Murphy .	¾	18	12 "	90 00
Louisdale and Railway Station	S. Joyce..	1	6	12 "	35 00
Louisville and River John.	B. Wilson	4	3	12 "	53 00
Lourdes and Railway Station.....	A. A. McDonald	⅓	12	12 "	55 00
Lovat and West River	J. W. Fraser ...	5	3	12 "	109 00
Lower Argyle and Morris Island . .	J. Babine. ...	3	1–2	12 "	75 00
Lower Argyle and Railway Station	J. F. McLarren .	⅓	16	12 "	50 00
Lower East Pubnico and R'y Stn..	H. D'Entremont	50 yds.	16	12 "	50 00
Lower Five Islands and Lynn. ..	D. B. Lewis	6	2	12 "	60 00
Lower Foster's Settlement and Newburn.....	W. Veinotte...	3	1	3 " (to Sept. 30, '05)	8 50
Lower L'Ardoise and Point Michaud	M. J. Sampson..	4	2	12 "	23 50
Lower Meagher's Grant and Meagher's Grant.....	W. McLean.....	2½	3	9 " (to March 31, 06)	46 50
Lower Meagher's Grant and Middle Musquodoboit.....	J. Higgins.....	32 rt	3	3 " from "	57 50
Lower Meagher's Grant and Musquodoboit Harbour..	W. Usher	14	1	12 "	49 00
Lower Middle River and Main Post Road	D. McRae.....	¾	6	12 "	20 00
Lower Onslow and Truro.....	G. A. Barnhill..	7 & 22 rt	3 & 3	12 "	397 00
Lower River Hebert and Maccan.	J. McAloney....	9½	3	12 "	125 00
Lower River Inhabitant and Point Tupper.....	M. Proctor.....	12½	3	12 "	325 00
Lower Saulnierville and Saulnierville..	J. G. Comeau...	1½	6	12 "	45 00
Lower Ship Harbour and Ship Harbour Lake	J. W. Webber...	25 rt	6	12 "	294 00
Lower Stewiacke and Railway Stn.	S. F. Hoskins...	⅛	24	12 "	90 48
Lower Stewiacke and Wittenburg	E. H. McGregor	20½–23½	2 & 1	9 " (to March 31, '06)	107 49
do do	H. D. Hawbolt.	20½–23½	2 & 1	3 " from "	35 83
Lower Wedge and Yarmouth... ..	M. W. Allan ...	4 & 9½	8 & 6	12 "	450 00
Lower Wentworth and R'y Stn....	J. H. Livingstone	8 & ⅛	6 & 12	12 "	339 00
Lower West Pubnico and Pubnico Head	J. Worthen.. ..	9	6	12 "	220 00
Lower Wood Harbour and R'y Stn.	W. W. Crowell..	¼	16	12 "	60 00
Lower Wood Harbour and Upper Wood Harbour..	D. Blades	3¾	6	12 "	120 00
Low Point and Railway Station....	A. McMaster...	1½	6	12 "	50 00
Lucasville and Middle Sackville ...	G. H. Lucas....	3	2	12 "	30 00
Lunenburg and Railway Station...	R. A. Backman.	½	12	12 "	150 00
Lunenburg and Second Peninsula..	D. H. Zink.....	5	1	12 "	40 00
Lunenburg and Street Letter Box..	J. M. Anderson.	⅜	13	12 "	41 60
Lyons Brook and Railway Station.	F. Wilson.....	½	12	12 "	48 00
McAdams' Lake and Steeles Lake.	H. McKinnon ..	4	1	12 "	22 00
McAulay's and Peters' Brook.....	A. McLeod.....	3	1	12 "	30 00
McCallum's Settlement and Upper North River	L. B. McCallum	3½	3	12 " and arrears.....	79 98
McClure and Mattatall's Lake.....	J. Tattrie	12	3	2 " (from May 1, '06)	21 33
McClure and Railway Station.....	A. Bonyman....	25 yds.	6	2 " from "	16
McIntyre's Lake and Melville.....	J. Duff	3¾	3	12 "	75 00
McIntyre's Lake and Railway Stn.	D. McIntyre....	¼	6	12 "	50 00
McKay's Corner and McLeod's Crossing.....	M. McKay.....	½	12	12 "	156 50
McKinnon's Brook and Mabou....	A. R. Beaton...	11½	3	12 "	100 00
McKinnons Harbour and Railway Station.....	J. Y. Gillis.....	½	6	12 "	36 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mabou and Railway Station	L. McNeil	1	12	12 months	60 00
Mabou and South West Ridge	J. A. Beaton	3	3	7 " (to Jan. 31,'06)	23 55
do do	S. C. Rankin	3	3	1 trip	0 60
do do	J. Cameron	3	3	4 months 21 days (from Feb. 8, '06)	38 26
Mabou and West Mabou Harbour	A. Mullans	4	2	12 "	35 00
Mabou and Whycocomagh	J. P. Smith	18	6	9 " (to Mar. 31,'06)	353 22
do do	J. McNeil	18	6	3 " from "	116 25
Maccan and Railway Station	R. J. Harrison	¼	24	12 "	97 00
Mader's Cove and Mahone Bay	J. W. Langille	3	6	12 "	93 00
Mahone Bay and Chester	E. E. Whynott	....	....	Special service	3 00
Mahone Bay and Railway Station	do	1	12	12 months	123 18
Mahone Bay and Upper New Cornwall	J. W. Langille	13	3	12 "	157 00
Mahone Bay and Walden	C. A. Nass	14	1	12 "	92 00
Main-à-Dieu and Railway Station	A. McDonald	7	3	12 "	190 00
Main-à-Dieu and Scatarie Island	E. McCuish	9	1	12 "	114 50
Maitland and Noel	R. Webb	12	6	12 "	400 00
Maitland and Shubenacadie	T. Cox	20	6	12 "	750 00
Malagash Point and Railway Stn.	G. A. Ross	3,2½,22½	6	12 "	500 00
Malignant Cove and Maryvale	W. J. McDonald	4	3	12 "	94 00
Malignant Cove and Merigonish	A. R. McAdam	22½	6	12 "	974 00
Manganese Mines and Valley Stn.	A. R. Fraser	3½	2	12 "	39 00
Marble Mountain and Militia Point	M. McLeod	7½	3	12 "	72 50
Marble Mountain and Railway Stn.	D. Beaton	18	6	12 "	589 00
Margaree Forks and North East Margaree	P. E. Tompkins.	5	6	12 "	99 00
Margaree Harbour and Railway Station	A. R. McDonald	24	6	12 "	1,093 00
Margaretville and Middleton	A. Magranahan.	10	6	12 "	300 00
Margaretville and Morden	J. Redgate	13½	1	12 "	39 60
Marion Bridge and Trout Brook	N. Fergusson	5	1	12 "	25 00
Marion Bridge and Victoria Bridge	N. McDonald	32 r.t.	3	12 "	234 00
Marion Bridge and Woodbine	W. A. McLean	6	2	12 "	40 00
Marriott's Cove and Railway Stn	F. Baker	2½	6	2 " (to Aug. 31,'05)	19 16
do do	G. Naas	2½	6	10 " from "	125 76
Marshalltown and Railway Station	I. T. Morgan	1⅝	12	12 "	120 00
Marshville and River John	A. B. Langille	3½	3	12 "	58 00
Marshy Hope and Railway Station	J. W. Dewar	¼	3	12 "	26 00
Martins Point and Railway Station	D. Shupe	2½	12	12 "	165 54
Mattatall's Lake and Railway Stn.	J. Tattrie	12	3	10 " (to Apl. 30, '06)	106 66
Mavilette and Yarmouth	H. Thurston	21	6	12 "	450 00
Meadows Road and Sydney Forks	S. A. Gillis	5½	2	12 "	77 00
Meadowville Station and Murrayfield	J. A. Ross	7	3	12 "	105 00
Meadowville Station and Railway Station	R. McConnell	⅕	12	12 "	54 34
Meadowville Station and Sundridge	G. Clark	4	3	12 "	69 00
Meiklefield and Main Post Road	J. D. Meikle	2	3	12 "	27 00
Meiklefield and Woodfield	do	4	1	12 "	25 91
Meisner's and New Germany	B. Conrad	5	2	12 "	75 00
Melford and River Dennis Station	K. McKenzie	6½	6	12 "	179 00
Melford and Upper River Dennis	R. McPhail	2½	2	12 "	24 00
Melford and Victoria Line	K. McLennan	2½	2	3 " and 24 days (to Oct. 24, '05)	8 15
Melrose and Sunnybrae	W. McKeen	35	3	12 "	464 00
Merigonishe and Railway Station	J. C. Mitchell	50 yds.	12	12 "	80 00
Meteghan and Railway Station	W. German	5½	12	12 "	198 00
Middle East Pubnico and Railway Station	S. D'Entremont.	⅓	16	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Middle Musquodoboit and Moose River Gold Mines	M. J. Higgins	14	3	12 months	234 00
Middle Musquodoboit and Murchyville	W. McCurdy	10 rt.	2	12 "	48 48
Middle Musquodoboit and South Branch	G. Phalen	14½	1	12 "	58 00
Middle Musquodoboit and Wyses Corner	J. Higgins	27 rt.	3	9 " (to Mar. 31, '06)	135 00
Middleton and Nictaux Falls	F. L. Shaffner	8	6	12 "	200 00
Middleton and Outram	N. Healy	12½	3	12 "	105 98
Middleton and Port George	W. Mosher	8	3	12 "	78 00
Middleton and Railway Station	O. Wheelock	¼	18	12 "	164 00
Milford Station and Railway Stn	G. H. McFetridge	¼	12	12 "	62 60
Mill Road and New Ross	E. M. Boylan	5	1	12 "	24 50
Millsville and Six Mile Brook	B. C. Kennedy	4½	1	12 "	130 00
Millsville and Scotsburn Station	G. Young	6½	1	12 "	41 60
Mill Village and Railway Station	H. H. Mack	2	12	8 " (from Nov.1,'05)	100 80
Mineville and Main Post Road	A. T. Crook	2	3	12 "	43 00
Minudic and River Hebert, North Side	L. E. Brian	7	6	12 "	249 00
Mira Gut and Port Morin	J. R. McAulay	25	1	12 "	123 00
Mitchell Bay and Necum Teuch	W. G. Smith	3	3	12 "	60 00
Monks Head and Pomquet	P. J. Landry	2½	3	12 "	45 00
Mooseland and Tangier	T. N. Hilchey	13	3	12 "	190 50
Morden and Victoria Harbour	W. Dempsey	3⅝	1	12 "	28 47
Morrison and West Bay	R. Morrison	4	2	12 "	25 00
Moser's River and West River Sheet Harbour	J. S. Cameron	32½	3	12 "	743 00
Mosherville and Rawdon	J. Britton	7	2	12 "	65 00
Mossman's Grant and Railway Stn.	E. S. Knox	100 yds.	6	12 "	25 00
Mountain Road and River John	H. Langille	4	2	12 "	28 00
Mount Denison and Railway Station	M. S. Riley	⅛	6	12 "	80 00
Mount Thom and Salt Springs	M. C. Fraser	5½	3	12 "	99 00
Mount Uniacke and Railway Stn.	D. Reid	135 yds.	24	12 "	99 75
Mount Zion and Whycocomagh	D. Morrison	4	1	12 "	20 00
Mulgrave and Port Hawkesbury	J. Embree	1	6	6 " (to Dec. 31, '05)	39 25
Mulgrave and Railway Station	T. May	200 yds.	24	12 "	65 83
Munro's Bridge and Orangedale	H. A. Archibald	1½	2	12 "	25 00
Murphy and North East Margaree	M. A. Murphy	4	3	12 "	30 00
Mushaboom and Main Post Road	J. R. Power	2½	2	12 "	64 00
Musquodoboit Harbour and Petpeswick Harbour	T. Young	6	3	12 "	68 00
Musquodoboit Harbour and Pleasant Point	J. Smith	11	3	12 "	148 50
Musquodoboit Harbour and West Petpeswick	P. Young	5	3	12 "	40 00
Nappan Station and Railway Stn	A. C. Barry	75 yds.	12	12 "	80 00
Nerissa and Port Shoreham	A. R. Hart	3	2	12 "	30 00
New Albany and Railway Station	E. A. Merry	¾	3	12 "	40 50
New Cumberland and West LaHave Ferry	S. C. Corkum	6	1	12 "	18 75
New Edinburgh and Weymouth Bridge	W. O. Doucett	5½	6	12 "	150 00
New Elm and Pleasant River	I. Lohnes	4	1	12 "	31 87
New Germany and Northfield	J. McKay	7	2	12 "	70 00
New Germany and Railway Station	J. H. McClelland	½	12	12 "	73 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
New Glasgow and Railway Station.	J. W. Church...	¼	54	12 months.....	402 46
do do ..	do ...	¼	60		
do do ..	do ...	¼	48		
New Glasgow and Street Letter Boxes	J. D. Fraser....	3½ rt.	12	12 "	240 00
New Glasgow and Trenton	C. Fraser.....	1½	12	12 "	255 00
New Harbour and Main Post Road	J. Gerrior.....	9	3	12 "	160 00
New Harbour and New Harbour West.	do ...	¾	3	12 "	30 00
New Harris and New Harris Forks	J. McKenzie....	5	2	12 "	50 00
New Harris Forks and Main Post Road.	A. Stewart	300 yds.	12	12 "	10 00
New Jersey Settlement and Westchester Station.....	T. Scott.....	7	2	9 " (to March 31, '06)	51 75
do do	E. Oderkirk ...	7	2	3 " from " ..	19 24
Newport and Newport Landing...	W. H. Knowles.	8 & 9	4 & 2	12 "	174 00
Newport and Newport Station.....	J. F. Rathbun..	5	12	12 "	250 00
Newport and South Rawdon.	W. Gibson.....	24 rt.	1	12 "	78 00
Newport and Upper Newport	do	10½ rt.	1	12 "	52 00
Newport and Walton..... ...	A. Chambers ...	20	6	12 "	558 00
Newport Station and Railway Stn..	L. H. Sweet....	12 yds.	24	12 "	50 00
New Ross and Vaughan's..	E. M. Boylan...	15	2	12 "	133 00
Newtown and South Lochaber.....	R. A. McLean..	6	1	12 "	29 50
Newville and Railway Station....	P. L. Spicer....	20 yds.	12	12 "	25 00
Nictaux Falls and Nictaux South .	A. L. Sproule...	3¼	2	12 "	65 00
Noel and Shubenacadie.....	R. M. Sterling..	34	1	12 "	210 00
Noel and Walton	R. Webb.....	15	6	6 " (to Dec. 31, '05).	199 50
do do	B. Faulkner ...	15	6	6 " from " ..	294 50
North Brookfield and Railway Stn.	G. L. Harlow...	2½	9	12 "	225 36
North East Margaree and Upper Middle River.	J. McRae	13	3	12 "	127 50
North Gut St. Anns and Main Post Road.....	N. McLeod.....	¼	6	12 "	15 00
North Middleboro and Pugwash Junction.	W. K. Peers....	10	3	12 "	117 00
North Range Corner and Railway Station	C. B. McNeill ..	½	12	12 "	68 86
North River Bridge and Oregon Glen	K. McLean.....	4	6	12 "	60 00
North Salem and Shubenacadie....	J. W. Densmore	5	1	12 "	39 00
North Shore St. Margarets Bay and Railway Station.	A. Schwartz....	2	6	12 "	141 66
North Sydney and Railway Station	T. Lamie.	½	24	12 "	367 87
North Sydney and Steamer Bruce..	J. Cogan	.....	... .	Special service. Deducted from account of Reid N'f'd Co.....	157 00
North Sydney and Street Letter Boxes	D. K. McKenzie	2½	18	12 months	296 00
North Sydney and Sydney	Cape Breton Electric Co...	5	6	12 "	200 00
North Sydney and Sydney Mines .	do	3¾	12	3 " (from Apr 1, '06)	70 42
Norwood and Railway Station....	D. R. Saunders.	100 yds.	6	12 "	50 00
Nyanza and West Side Middle River	H. McRae....	4	2	3 " (to Sept. 30, '05).	12 50
do do	C. McKenzie ...	4	3	9 " from do ..	37 50
Oakfield and Railway Station. ..	F. H. M. Laurie	¼	12	12 "	40 00
Oban and St. Peters'.....	J. R. Morrison..	11	2	12 "	82 70
Odin and Stewiacke Cross Roads..	A. Johnson.....	8¼	2	12 "	95 00
Onslow Station and Railway Station	A. McCurdy...	¼	12	12 "	80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Oxford and Oxford Junction Railway Station	W. Densmore	3½	6	12 months	124 80
Oxford and Railway Station	G. Hills	1	24	3 " 15 days (to Oct. 15, '05)	27 91
do do	do	1	18	8 " 16 dys. (from Oct 15, '05)	51 45
Oxford and Rockly	E. Lefurgy	10	2	12 "	89 00
Oxford and West Hansford	C. C. Knight	3⅕	3	12 "	73 00
Oxford Junction and Railway Station	C. Tillmore	150 yds.	12	12 "	30 00
Paradise and Port Lorne	E. S. Grant	8 19/64	2	1 " (to July 31, '05).	5 02
do do	N. Healy	8⅖	2	11 " from "	51 33
Paradise and Railway Station	H. W. Longley	1/9	12	12 "	85 00
Paradise and Roxbury	R. Hinds	7	1	12 "	30 00
Parrsboro and Railway Station	F. McAleese	¼	12	12 "	100 00
Parrsboro and Two Islands	M. A. Wasson	5	2	12 "	28 99
Pennant and Sambro	J. E. Tough	3	3	12 "	48 00
Pictou and Pictou Island	C. D. Patterson	12	1	12 "	234 00
Pictou and Pictou Landing	J. R. Christie	1¼	6	12 "	197 80
Pictou and Railway Station	W. McDonald	¼	As req	12 "	398 52
Pictou Railway Station and Government Steamers	do		do	Season 1905-06	100 00
Pictou and Street Letter Boxes	do	1½	12	12 months	156 50
Pictou and West River Station	D. McKenzie	26 1/22	6	12 "	539 26
Piedmont Valley and Railway Station	J. A. McDonald	¼	6	12 "	48 00
Pine Tree and Railway Station	C. M. Weir	1⅛	3	12 "	70 00
Piper Glen and Upper Margaree	J. Stewart	4	2	12 "	25 00
Pleasant Bay and Pollett's Cove	J. A. Moore	10	1	12 "	38 50
Pleasant Lake and Railway Station	R. Earl	¼	16	12 "	40 00
Pleasant River and Railway Station	J. W. Veinot	1	6	12 "	50 00
Pleasant Valley Corner and South Ohio	H. W. Burrill	7	3	12 "	87 00
Plympton and Railway Station	C. M. Melanson	3	12	12 "	108 00
Point Tupper and Railway Station	H. K. McDonald	⅛	12	12 "	50 00
Polson's Brook and Upper South River	W. J. Polson	4	2	12 "	30 00
Pomquet and Railway Station	S. Bonin	2	6	12 "	72 00
Pomquet Station and Railway Station	P. Benoit	¼	6	12 "	25 00
Port Hastings and Railway Station	H. A. Archibald	⅕	24	12 "	127 75
Port Hastings and Point Tupper	"	6½	3	Special Trips	8 62
Port Hawkesbury and Queensville	A. C. Chisholm	18	2	12 "	210 00
Port Hawkesbury and Railway Station	J. Embree	¼	24	9 " (to Mar. 31, '06)	123 00
Port Hawkesbury and Railway Station	A. C. Chisholm	¼	24	3 " from "	31 20
Port Hawkesbury and Railway Station	J. Embree	1⅜	6	12 " Special Trips	11 90
Port Hood and Port Hood Island	J. Smith	1⅕	3	12 "	78 00
Port Hood and Railway Station	R. McDougall	1¼	12	12 "	77 25
Port Hood and Rocky Ridge	D. J. Campbell	3½	1	12 "	20 00
Port Joli and St. Catharines River	A. Smith	5	1	12 "	24 00
Port Morien and Railway Station	J. McAulay	2½	12	12 "	156 50
Port Mouton and South West Port Mouton	P. Fisher	4½	2	12 "	60 00
Port Royal and West Arichat	B. Sampson	4	6	12 "	86 66
Port Williams and Town Plot	C. A. Lockwood	6½	6	12 "	85 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Preston and Main Post Road	A. Deloughry	½	6	12 months	50 00
Princeport Truro &c	J. Creelman	8,23 & 16	6-2-1	12 "	391 00
Prince's Lodge and Railway Station	E. Koch	¼	6	12 "	50 00
Pubnico Head and Railway Station	A. D. Amiro	⅝	16	12 "	30 00
Pugwash and Pugwash River	J. D. McLeod	7	3	12 "	103 69
Pugwash and Railway Station	M. Chapman	½	12	12 "	28 17
Pugwash and Stone House	J. McIvor	9	3	12 "	156 00
Pugwash Junction and Railway Station	W. Highet	150 yds.	12	12 "	80 00
Rear Black River and West Bay	J. W. Morrison	4	2	12 "	60 00
Rear Little Judique and Railway Station	D. Beaton	4	2	12 "	40 00
River Bourgois and Railway Station	P. Fitzgerald	6	6	12 "	300 00
Riverdale and Weymouth Bridge	J. E. Wagoner	11⅝	2	12 "	113 92
River Dennis Station and South Side River Dennis	J. J. McPhail	9	6	12 "	282 00
River Hebert and Railway Station	J. Taggart	1½	12	12 "	176 76
River John and Railway Station	D. E. Logan	1	18	12 "	58 50
River John and Welsford	B. S. Laugille	3	3	12 "	67 50
River John and Westerly	C. A. Sellers	5	3	12 "	69 00
Riversdale and Railway Station	A. Bain	1/16	12	12 "	44 00
Riversdale and Upper Kemptown	M. S. Urquhart	8⅛	8	12 "	103 77
Riverside and West Bay Road	D. McDonald	4	3	12 "	55 00
Roachvale and Tompkinsville	P. Shea	2½	3	11 "	50 00
Rockingham and Railway Station	O. P. Ryerson	18¾	3	11 " 16 days (from July 16, '06)	227 16
Rockingham Station and Railway Station	C. S. Davison	1	12	12 "	101 00
Roman Valley and St. Andrews	W. F. Kenney	15	3	12 "	199 00
Roseburn and Whycocomagh	J. McLean	8	1	12 "	45 00
Ross Ferry and Upper Kempt Head	D. McFarlane	13rt.	3	12 "	167 31
Round Hill and Railway Station	S. E. Bancroft	½	12	12 "	75 00
St. Andrews and Upper Springfield	D. Druhan	10	2	12 "	104 00
St. Paul and Railway Station	W. McDonald	¼	12	12 "	60 00
St. Peters and Railway Station	F. G. McAskill	¼	12	12 "	48 00
Sable River and Swansburg	A. Swansburg	11	3	12 "	149 00
Salem and Stanley	H. Logan	2	2	12 "	40 00
Salmon River Lake and South River Lake	R. Flynn	15	3	12 "	132 00
Salt Springs and Upper Pinevale	D. Gillis	8	2	12 "	79 00
Salt Springs Station and Railway Station	A. Howlett	20 yds.	12	12 "	30 00
Saulnierville and Railway Station	L. B. Comeau	1¾	12	12 "	105 00
Saulnierville Station and Railway Station	B. C. Comeau	½	6	12 "	31 32
Scotch Hill and Main Post Road	L. McNeil	2	3	12 "	25 00
Scotch Village and Upper Burlington	G. W. Fish	6	2	12 "	35 00
Scotch Village and Woodville	A. H. Cochrane	10 rt.	1	12 "	33 00
Scotsburn Station and Railway Station	D. McKay	50 yds	12	12 "	93 90
Scotsburn Station and Upper Scotsburn	G. W. Campbell	4	2	12 "	40 00
Scotsburn Station and West Branch River John	J. Rae	14	6	12 "	464 68
Seal Island and Yarmouth	H. Cann & Sons	20	1	Season 1906	100 00
Shag Harbour and Railway Station	H. L. Shand	⅛	16	12 months	36 00
Sheffield Mills and Railway Station	J. H. Beckwith	¾	12	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shelburne and Railway Station	J. Frost & Sons	28 rt.	8	12 months	1440 00
Shelburne and Upper Ohio	C. Harding	28	2	12 "	200 00
Sherbrooke and West River Sheet Harbour	M. McGrath	63	3	8 " (to Feby. 28 '06)	991 73
Sherbrooke and West River Sheet Harbour	C. H. Baker	63	3	4 " from "	449 66
Short Beach and Yarmouth	J. Bain	25 rt.	4	12 "	249 00
Shubenacadie and Railway Station	J. C. Gass	100 yds	48	12 "	149 00
Shunacadie and Railway Station	D. S. McKinnon	½	6	12 "	30 00
Sissiboo Falls and Railway Station	C. Wagoner	3	3	12 "	62 50
Six Mile Road and Wallace Station	A. Benjamin	4	3	12 "	49 92
Skye Mountain and Whycocomagh	H. McKinnon	7¼	1	12 "	20 25
Sliuce Point and Surette Island	J. Moulaisong	2½	3	12 "	105 00
Sliuce Point and Tusket	A. J. Lent	9	3	12 "	124 50
Smith's Cove and Railway Station	E. N. Potter	¾	12	12 "	78 25
Sober Island and Watt Section Sheet Harbour	E. Harnish	6	3	12 "	75 00
Somerset and Railway Station	H. S. Fisher	2¾	3	12 "	79 30
Southampton and Railway Station	G. S. Davison	¾	12	12 "	80 00
South Branch and Upper Stewiacke	W. Cox	9½	3	12 "	94 00
South Farmington and Railway Station	Z. S. Banks	¾	12	12 "	68 86
South Farmington and South Tremont	J. Ward	1¾ & 8½	2 & 3	12 "	142 45
South Farmington and Torbrook	T. E. Banks	4	3	12 "	117 00
South Gut St. Anns and Tarbot	N. Carmichael	18½	3	12 "	223 00
South Harbour and White Point	J. McPherson	9	2	12 "	95 00
South Merland and Tracadie	I. Myette	8	1	12 "	25 00
South Ohio and Railway Station	J. E. Allen	⅛	12	12 "	40 69
South Ohio and Springdale	H. Burrill	26¼ rt.	3	12 "	203 82
South Side Whycocomagh Bay and Main Post Road	A. McDonald	2	3	12 "	35 00
South Tremont and Tremont	H. S. Ward	2	1	9 " (to Mar. 31, '06).	12 84
South Uniacke and Railway Station	R. Irving	100 yds.	6	12 "	30 00
South West Margaree and Whycocomagh	L. E. McKay	26	3	12 "	290 00
South West Port Hood and Railway Station	D. Campbell	1¼	6	9 " (to Mar. 31, '06).	15 00
South West Port Hood and Railway Station	J. A. Campbell	1¼	6	3 " from "	10 00
Springhill and Railway Station	H. A. B. Glendenning	½	36&42	12 "	254 32
Springhill and Street Letter Boxes	H. A. B. Glendenning	3½	6	12 "	125 00
Springhill and Windham Hill	A. H. Herrett	7	2	10 " (to April 30, '06).	70 75
do do	R. P. Bragg	7	2	2 " from "	14 21
Springhill Junction and Railway Station	E. A. McKenzie	⅛	12	3 " (to Sept. 30, '05).	9 78
Springhill Junction and Railway Station	H. W. Jones	⅛	12	9 " from "	29 34
Springville and Railway Station	D. McDonald	⅜	12	12 "	47 00
Spry Bay and Taylor's Head	W. A. McCarthy	2½	3	12 "	38 00
Stellarton and Railway Station	J. D. McDonald	¼	as rq.	12 "	225 00
Stoddarts and Railway Station	C. W. Stoddard	⅛	2	12 "	35 35
Street's Bridge and Thomson Stn	W. E. Lockhart	20⅝	6	12 "	288 07
Sunnybrae and Railway Station	T. M. Chisholm	300 yds.	12	12 "	60 00
Sydney and Railway Stations	S. M. Logue	¼	24&12	12 "	467 00
Sydney and Street Letter Boxes	J. C. McNeil	7¾ rt.	12	12 "	350 00
Sydney and Whitney Pier	H. McLellan	3⅜	6	12 "	246 48
Sydney Mines hnd Railway Station	N. McAuley	3	12	9 " (to Mar. 31, '06).	161 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sylvan Valley and Railway Station	A. McDonald...	120 yds.	12	12 months.....	20 00
Sylvester and Railway Station.....	T. Gray	50 yds.	6	9 " (to Mar. 31, '06).	7 50
do do	J. J. McDonald.	50 yds.	6	3 " from " ..	2 50
Tatamagouche and Railway Station	C. K. McLellan.	¼	12	4 " (to Oct. 31, '05).	12 80
do do .	G. Henderson...	½	12	8 " from " ..	50 00
Tatamagouche and Tatamagouche Mountain.	D. Menzie.....	18½ rt.	3	12 "	200 00
Tatamagouche and West New Aman.....	T. E. Monyman.	15½ rt.	3	12 "	75 80
Thomson Station and Railway Stn.	J. W. Mattinson	¼	12	12 "	50 00
Thomson Station and Westchester.	J. W. Rushton..	15	2	12 "	150 00
Three Mile Plains and Railway Station.....	W. Sevright ...	20 yds.	6	12 "	50 00
Tracadie and Railway Station... .	A. McMillan. ..	⅛	12	12 "	60 00
Troy and Railway Station.....	G. Laidlaw.....	1	6	12	33 90
Truro, Railway Station and Street Letter Boxes	J. G. Miller ...	½, 1 & 5y	as req,	12 "	430 00
Truro, Railway Station and Midland.....	J. G. Miller....	¼	6	12 "	35 00
Truro and Upper Brookside.....	S. Clifford	4	2	12 "	40 00
Tupperville and Railway Station ..	S. Tavener.	¼	12	12 "	52 50
Upper Clements and Railway Stn..	J. F. Williams..	⅛	12	12 "	50 00
Upper Dyke Village and Railway Station	G. E. Barnaby..	3	6 & 12	12 "	210 50
Upper Grand Mira and Victoria Bridge	N. Campbell....	5	3	12 "	25 00
Upper Musquodoboit and West River Sheet Harbour..... .	N. Stewart.....	28	3	9 " (to Mar. 31, '06).	370 50
Upper Musquodoboit and West River Sheet Harbour	G. Farnell	28	3	3 " from " ..	118 75
Upper Newport and Woodville	L. Dimock.....	1½	1	12 "	22 00
Valley Station and Railway Station	A. Christie.. ..	600 yds.	12	12 "	62 60
Wallace Bay and Railway Station .	H. Brown.. ..	8	6	12 "	187 50
Wallace Bridge and Railway Station	M. K. Dotten...	4	12	9 " (to Mar. 31, '06).	104 25
do do ..	D. McLeod.....	4	12	3 " from " ..	68 86
Wallace Highlands and Wallace Stn	R. H. Tingley..	6½	3	12 "	71 64
Wallace Station and Railway Stn..	J. F. Allan... .	⅓	6	12 "	40 56
Waterville and Railway Station ...	E. Pineo.....	100 yds.	12	12 "	50 00
Waterville and South Waterville...	F. Parrish.....	11 rt.	1	12 "	32 00
Waverly and Windsor Junction....	J. Otto.....	3	6	9 " (to Mar. 31, '06).	105 00
do do	W. Major ...	3	6	3 " from " ..	38 75
Wellington Station and Railway Stn	E. Largie.	¾	6	12 "	100 00
Wentworth Creek and Windsor...	J. Holden ...	9½ rt.	3	12 "	75 00
Wentzell's Lake and Railway Stn..	W. F. Wentzell.	¼	3	12 "	30 00
West Alba and Railway Station ...	D. H. Kennedy.	2½	3	12 "	30 00
Westbrook and Railway Station....	E. C. Dickenson.	1	12	12 "	100 16
Westbrook Mills and Railway Stn..	E. G. Lewis....	¼	12	12 "	50 00
Westchester and Westchester Stn..	H. G. Purdy....	19½ rt.	2	3 " (to Sept. 30, '05).	24 08
do do ..	J. W. Rushton..	19½ rt.	2	9 " from " ..	101 25
Westchester Station and Railway Station.	H. Hunter.....	20 yds.	12	12 "	31 30
West Gore and Railway Station....	J. Wallace	3	6	12 "	150 00
West Lawrencetown and Main Post Road	T. A. Naugle...	½	6	12 "	50 00
West Merigonish and Railway Stn.	J. Oldings . .	1	6	12 "	50 00
West Northfield and Railway Stn..	N. C. Feener....	⅛, 2, 2 5/16	3-2-1	12 "	85 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
West River Station and Railway Station	A. Fraser	75 yds.	12	12 months	60 00
Westville and Railway Station	D. McPherson	¼	42	12 "	300 00
Weymouth and Railway Station	C. D. Jones	1¾	12	12 "	196 00
Weymouth Bridge and Railway Stn	G. J. Hoyt	¼	12	3 " (to Sept. 30, '05).	31 00
do do	R. L. Black	¼	12	9 " from "	74 62
Whiteside and Railway Station	J. P. Shannon	1	6	12 "	35 00
Whycocomagh and Railway Station	D. J. Ross	9 1/10	12	12 " (less fine)	157 77
Whycocomagh and Whycocomagh Mount	N. A. McDonald	4	1	12 "	25 00
Willowbank and Railway Station	C. Kennedy	2½	12	12 "	149 00
Wilmot and Railway Station	A. P. Bowlby	1⅛	12	12 "	128 33
Windsor and Railway Station	M. G. Goudge	⅛	24	12 "	322 08
Windsor and Windsor Forks	F. Palmer	8½	4	12 "	159 00
Windsor Junction and Railway Stn	M. Hessian	⅛	36	12 "	80 00
Windsor Junction and Postal Cars	do	20 yds.	as req.	12 "	60 00
Windsor Station Transfers	M. G. Goudge	20 yds.	6	3 " and 15 days (to Oct. 15, '05)	7 27
Wolfville and Railway Station	G. V. Rand	⅛	24	12 " (less fine)	138 00
Woodbourne and Railway Station	R. Ballentine	½	2	12 "	50 00
Yarmouth and Railway Station	J. Bain	½	12	12 "	225 00
do do	do	⅝	16	12 "	150 00
Yarmouth and Street Letter Boxes	Yarmouth Street Railway Co.	4	as req.	12 "	175 00
Transferring mails from steamer *Virginia* to steamer *Canada* on 13th July, 1905					72 20
				Total	150,903 20

APPENDIX B—*Continued.*

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Acadie and Acadie Siding	M. S. Barrieau	7	2	12 months	93 60
Acadie and St. Luc	G. Goguen	5	1	12 "	20 00
Acadie and Village St. Jean	do	7½	1	12 "	18 63
Acadie Siding and Railway Station	G. H. Perry	⅛	12	12 "	30 00
Adamsville and Railway Station	P. Arsenault	1/16	6	12 "	35 00
Albert and Barrettsholme	T. Campbell	10	1	12 "	70 00
Albert and Brookton	H. Fullerton	5	1	12 "	30 00
Albert and Point Wolfe	G. Betts	20	6	12 "	575 00
Albert Mines and Railway Station	E. Woodworth	¼	12	9 "	(to Mch. 31, '06) 30 00
do do	J. A. Livingston	¼	12	3 "	from " " 10 00
Aldouano and Railway Station	M. J. Daigle	2	2	12 "	30 00
Alexandrina and Notre Dame	J. Gueguen	4	1	12 "	17 77
Alison and Moncton	W. Somers	6½	1	12 "	52 00
Allandale and Poquiock	D. Connelly	6	1	12 "	26 00
Alma and Hastings	W. Kinnie	4	1	12 "	26 00
Anagance and Corn Hill	W. Dunfield	6	2	12 "	60 00
Anagance and Elgin	E. A. Robinson	18	2	12 "	90 00
Anagance Ridge and Knightsville	T. Elliott	4	1	12 "	25 00
Anderson and Midgic Station	W. W. Hicks	11 & 16½	2	12 "	123 76
Andover and Carlingford	J. Sloat	4	2	6 "	(to Dec. 31, '05) 27 42
do do	L. E. Everett	4	2	6 "	from " " 27 40
Andover and Hillandale	A. W. Sisson	4	2	12 "	50 00
Andover and Railway Station	J. A. Perley	1	12	12 "	125 00
Annidale, Highfield and Sheba	J. P. Leonard	4 & 15	3 & 2	12 "	170 00
Annidale and Railway Station	do	¼	3	12 "	30 00
Apohaqui and Erb Settlement	E. Wiles	4 & 9	1	12 "	48 00
Apohaqui, Millstream and Collina	G. H. Secord	6 & 11	6 & 3	12 "	260 00
Apohaqui and Railway Station	do	100 yds.	18	12 "	62 60
Armstrong and Waterford	O. Sear	8	1	12 "	50 00
Armstrong's Brook, Jacket River and Railway Station	T. J. Ultican	¼ & 2¼	6 & 12	12 "	125 00
Aroostook Junction, Four Falls and Railway Station	D. Murchison	⅛ & 2	12 & 6	12 "	123 00
Avery's Portage and Railway Statn	F. McCoombs	1	6	12 "	37 50
Avonmore and Railway Station	W. H. Harmer	200 ft.	3	12 "	40 00
Back Bay and St. George	A. Dewar	11 & 8	3 & 6	12 "	360 89
Baie Verte and Jolicure	A. A. Copp	8	3	12 "	156 00
Baie Verte and Railway Station	H. Prescott	½	12	12 "	80 00
Baillie and Meredith	J. W. Mann	4	2	12 "	32 00
Bairdsville and Beaconsfield	R. M. Baird	9½	2	12 "	75 00
Bairdsville and River-de-Chute	B. H. Baird	3	3	12 "	52 00
Balmoral and Eel River Crossing	Leveque&Splude	6	3	12 "	107 64
Barnaby River and Railway Station	T. Dalton	1/16	12	12 "	35 00
Barnaby Riv. and Semiwagan Ridge	M. Meagher	4	1	12 "	40 00
Barrettsholme and Elgin	S. Garland	16½	2	12 "	187 52
Bartholomew and Blackville	S. McCarthy	4	1	12 "	20 00
Bartibog and Chatham	J. Doyle	12	1	12 "	85 00
Bartibog Station and Railway Statn	J. Arseneau	50 yds.	6	12 "	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bartlett's Mills and Railway Statn.	J. Bartlett	¼	6	12 months	90 00
Basswood Ridge and St. Stephen	Keys Bros	10& 25	2	12 "	284 50
Bath and Kilfoil	J. Campbell	13½	3	12 "	156 00
Bath and Railway Station	T. Bohan	½	12	12 "	100 00
Bathurst and Goodwin Mills	F. O'Connor	7½	2	6 " (from Jan. 1, '06)	26 00
Bathurst and Railway Station	J. J. Melanson	2	24& 36	12 " (less fines)	291 10
Bathurst and Street Letter Boxes	J. J. Roy	½	24 &18	12 "	150 00
Bathurst Village and Teteagouche River	N. Hachey	10 &18	1	12 "	52 00
Bathurst Village and Youghall	A. Anderson	5	3	12 "	50 00
Bay-du-vin, Chatham and Loggieville	T.H. Fitzpatrick	6&25	2&6	12 "	325 00
Bay-du-vin and Point Escuminac	H. Allen	23	2	12 "	180 00
Bay-du-vin Mills and Upper Bay-du-vin	J. Dickens	5	1	12 "	27 75
Bayfield and Railway Station	E. T. Allen	1½	6	12 "	127 50
Bayside and Fitzpatrick	J. M. Williston.	5	1	12 "	28 00
Bayside and St. Andrews	J. M. McFarlane	7	2	12 "	90 00
Bayswater and Long's Cove	F. E. Currie	3	3	12 "	63 69
Beaufort and Glassville	A. Scott	11	3	12 "	145 00
Beaumont and Rockland	S. J. White	2½	6	12 "	112 50
Beaver Dam and Rusagonis	W. Haining	5	1	12 "	40 40
Beechwood and Mineral	E. E. Kearney	11½	3	12 "	107 84
Beechwood and Railway Station	A. Demarchant.	⅛	12	9 " (to Mch. 31, '06)	20 76
do do	E. E. Kearney	⅛	12	3 " from "	6 25
Belledune, Belledune River and Railway Station	J. McCurdie	1 & 4	3&12	3 " (to Sept. 30, '05)	37 19
Belledune and Railway Station	do	1	6	9 " (from Oct.1, '05)	45 00
Belledune River and Turgeon	F. J. Guitar	2	3	9 " "	33 75
Bellefleur and Railway Station	A. DeVillers	125 yds.	12	6 " (to Dec. 31, '05)	12 50
Belleisle Bay and Jones Corner	H. A. Willigar.	3	1	12 " "	24 99
Belleisle Creek and Collina	W.H.Henderson	6	2	12 " "	60 00
Belleisle Creek and Imlah	A. J. Gillis	2	1	12 " "	17 00
Belleisle Creek and Marvin	W, M. Kierstead	3½	1	12 " "	18 00
Belleisle Creek and Railway Stn.	H. E. Scovil	½	6	6 " (to Dec. 31, '05)	17 00
do do	E. G. Scovil	½	6	6 " from "	17 00
Belleisle Creek and Thomond	G. R. Smith	5	1	3 " (to Sept. 30, '05)	6 25
do do	J. Gallagher	5	1	9 " from "	24 75
Bellenden and Young's Cove Road	L. D. Ferris	3	2	12 " "	38 00
Belyea's Cove and Huestis Landing	M. H. Mott	3	1	12 " "	20 00
Ben Lomond and St. Martins	J. Kennedy	19	1	6 " (to Dec. 31, '05)	48 50
do do	J. C. Boyer	19	1	6 " from "	47 50
Benton and Railway Station	E. M. Laverty	50 yds.	12	12 " "	33 17
Benton and Speerville	do	5	2	12 " "	64 00
Bertrand and Theriault	A. Theriault	4	2	12 " "	25 00
Big Cove and Narrows	J. Glendening	8	3	12 " "	96 96
Biggar Ridge and Foreston	W. H. Staten	4	2	12 " "	46 00
Blacklands, River Charlo, and Railway Station	J. Cook	3 & 1	6&12	12 " "	181 54
Black Point and Railway Station	S. Laughlan	1	6	12 " "	40 00
Black's Harbour, Pennfield Ridge and Railway Station	H. J. Eldridge	11½&2	3 & 6	3 " (to Sept. 30, '05)	63 25
Black's Harbour and Railway Stn.	do	13	3	3 " (to Dec. 31, '05)	63 25
do do	G. F. Paul	13	6	6 " "	200 00
Blackville and Glen Porter	W. T. Underhill	13	1	1 " (to July 31, '05) and gratuity.	15 67
Blackville. Railway Station and Underhill	C. J. McKenzie.	1 & 2	12&3	12 "	100 00
Blair Athol, Dundee and Eel River Crossing	R. H. Wright	5 & 17	3	1 " and 14 days (to Aug. 14, '05).	23 47

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Blair Athol, Dundee and Eel River Crossing	R. H. Wright	5 & 18	3	10 months 17 d. from Aug. 14, '05	172 81
Blakely and Enniskillen Station	J. Blakely	3	3	12 " " "	45 00
Bloomfield and Lakeville	J. A. Carpenter	11	3	3 " (to Sept. 30, '05)	39 75
do do	W. I. Burk	11	3	9 " from "	127 50
Bloomfield Station and Central Norton	B. C. Williams	3½	3	12 " "	59 40
Bocabec and St. Andrews	R. McCullough	9	3	12 " "	158 00
Boiestown and Hayesville	C. W. Green	18	2	12 " "	142 00
Boiestown and Parker's Ridge	T. B. Boies	5	2	12 "	55 00
Boiestown and Railway Station	M. Campbell	1/16	12	6 " (to Dec. 31, 05)	10 00
do do	M. M. Campbell	1/16	12	6 " from "	10 00
Bon Accord and Kincardine	D. Niddrie	5	3	12 "	82 50
Bon Secours & Coal Branch Station	R. W. Robinson	7	2	12 "	96 00
Bonney River Station, Elmcroft and Railway Station	J. P. Sullivan	¼ & 6	12 & 1	12 "	100 00
Boudreau Village and St. Joseph	T. C. Boudreau	9	2	12 "	82 00
Boundary Creek, Railway Station and Steeves Mountain	T. Weldon	¼ & 3¾	12 & 2	12 "	107 00
Bourgeois and Grandique	J. P. Arseneau	4	1	12 "	28 00
Braenut and West Glassville	J. C. Darrah	3	2	12 "	30 00
Briggs' Corner and North Forks Salmon Creek	J. A. Currie	4	2	12 "	45 00
Bristol and Glassville	R. D. Montgomery	9	6	12 "	180 00
Bristol and Railway Station	E. S. Secord	½	12	12 "	75 00
Brockway and Harvey Station	G. Burrell	22	3	12 "	235 00
Brooklyn Road & Midgic Harbour	H.L. Richardson	3	3	12 "	45 00
Brookville Station & Rail'y Station	J. B. McMann	½	12	3 " (to Sept. 30, '05)	12 50
do do	W. Ryan	⅓	12	9 " from "	37 50
Brownsville Railway Station and West Scotch Settlement	W. M. Northrup	½ & 7½	3	12 "	125 00
Bryenton and Railway Siding	A. Bryenton	⅛	12	12 "	40 00
Brymer and Railway Siding	A. Brymer	100 yds.	3	12 "	1 00
Buctouche and Coates Mills	C. A. Girouard	12	6	12 "	350 00
Buctouche and Railway Station	F. J. Cormier	¼	12	12 "	50 00
Buctouche and Richibucto	A. T. Leblanc	18	3	12 "	179 00
Buctouche and St. Edouard	M. Jaillet	6½	1	12 "	35 00
Buctouche and St. Jean Baptiste	A. Robichaud	1¼	6	12 "	65 00
Buctouche and St. Maurice	A. M. Arseneau	4	1	12 "	30 00
Buctouche and Shediac	F. Hachy	24 & 26	6	12 "	595 00
Bull Moose Hill and Springfield	J. H. Pickle	5	1	12 "	30 00
Burnt Church and New Jersey	J. R. Davidson	4	6	12 "	92 00
Burtt's Corner, Dorn Ridge and Railway Station	E. Burtt	¼ & 5	2 & 12	12 "	100 00
Butternut Ridge and Carsonville	S. Perry	15	1	12 "	64 00
Butternut Ridge, Hicksville and Railway Station	do	¼ & 6	6 & 2	12 "	80 00
Butternut Ridge and Forks	B. F. Coates	15	2	3 " (to Sept. 30, '05)	17 77
do do	C. G. Keith	16	2	9 " from "	93 60
Butternut Ridge and Thorne Brook	S. Perry	5	2	12 "	50 00
Cain's River, Railway Station and Glen Porter	T. R. Washburn	¼ & 7	3 & 1	11 " from Aug. 1, '05	86 17
Caledonia and Turtle Creek	C. Steeves	18	2	12 "	100 45
Calhoun and Railway Station	T. B. Calhoun	½	12	12 "	25 00
California and Four Falls	D. Murchison	10½	2	12 "	67 20
Cambridge and Codys	J. F. Roberts	8	6	12 "	310 00
Cambridge and Gagetown	G. F. Mason	19	3	12 "	349 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cambridge and Lakeview	R. Black	3	3	12 months	56 00
Cambridge and White's Point	T. E. Kelly	2	3	9 " (to March 31, '06)	40 95
" "	A. Kelly	3	3	3 " from "	15 72
Cameron's Mills and St. Louis-de-Kent	I. Landry	10	3	12 "	136 52
Campbell's Settlement and Lower Southampton	G. W. Grant	8½	2	12 "	99 00
Campbellton and Railway Station	G. Cummings	1	42&30	12 "	261 11
Campbellton and McKendrick	C. LeBlanc	10½	1	12 "	54 00
Canaan Station and McLean's	N. Girouard	17	2	12 "	98 00
Canaan Station & Railway Station	J. Gotro	⅛	12	12 "	42 00
Canaan Station and St. Pauls	H. B. Gaudet	7	4	6 " (to Dec. 31, '05)	48 00
do do	I. Le Blanc	7	4	6 " from "	31 50
Canabee and Clifton	W. Glendinning	3	1	12 "	20 20
Canous and Oak Hill	W. E. Spearin	5	2	12 "	40 00
Canterbury Station and Dow Settlement	S. H. Dow	5	2	12 "	50 00
Canterbury Station and North Lake	O. Buckingham	22	3	12 "	354 00
Canterbury Station and Railway Station	J. S. Law	1/16	12	12 "	60 00
Cape Bald and Le Blanc	S. M. Richard	7	2	12 "	70 00
Cape de Moiselle Creek and Railway Station	J. Wilson	1/16	12	12 "	25 00
Cape Spear and Railway Station	A. Seamon	5	3	12 "	62 40
Cape Tormentine and Railway Station	J. R. Barry	⅛	12	12 "	15 00
Caraquet and Lower Caraquet	J. R. Chiasson	5	6	12 "	150 00
Caraquet and St. Simon	J. Lantaigne,	9¾	1	12 "	30 60
Caraquet and Tracadie	T. S. Barry	22	6	12 "	398 00
Caron Brook and Lake Baker	H. Caron	5	3	12 "	81 00
Carroll's Crossing and Railway Station	A. O'Donnell	20 yds.	12	12 "	16 00
Central Blissville and Railway Siding	L. B. Smith	½	6	12 "	48 00
Central Hampstead and Hibernia	I. A. Gardiner	3	2	12 "	28 00
Central Waterville and Temperance Vale	R. Murdoch	3¾	2	12 "	37 50
Centreville and Charleston	C. Wilkinson	5½	3	3 " (to Sept. 30, '05)	23 65
do do	J. F. Crone	5½	3	9 " from "	75 00
Centreville and Goods Corner	A. Beckwith	4 & 7	3	12 "	100 00
Centreville and Knoxford	do	4 & 7	3	12 "	95 00
Centreville and Railway Station	C. Wilkinson	5	6	12 "	154 88
Centreville and Royalton	A. Beckwith	6	3	12 "	79 00
Chambers Settlement and Foster's Croft	T. Morrisey	5	1	9 " (to Mar. 31, '06)	21 75
Chambers Settlement and Foster's Croft	E. McShane	5	1	3 " from "	7 25
Chance Harbour and Lepreaux	R. Mawhinney	16	3	12 "	290 00
Charlo Station and Upper Charlo	W. Craig	2½	6	12 "	75 00
Chatham and Douglasfield	T. King	5	1	12 "	25 00
Chatham, Laketon and Upper Bay-du-Vin	R. McNaughton	16 & 21	2 & 1	12 "	154 50
Chatham and Railway Station	T.H. Fitzpatrick	1	42&30	12 "	229 42
Chatham and Street Letter Boxes	do	2	12	12 "	125 00
Chatham and Tracadie	P. Archer	55½	6	12 "	1,100 00
Chelmsford and Railway Station	G. Harper	¼	12	12 "	50 00
Cherryfield and Moncton	W. Steeves	4½	2	12 "	50 00
Chipman and Dufferin	N. Legassie	4	2	12 "	40 00
Chipman, Gaspereau and Upper Gaspereau	A. Darrah	5 & 8	6 & 3	12 "	190 12

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Chipman and Harley Road	J. Orchard	8	2	12 months	90 00
Chipman and Linton	T. McAllister	12	3	4 " (to Oct. 31, '05)	58 00
do do	do	13	3	8 " from "	125 67
Chipman and Railway Station	H. Orchard	⅙	12	12 "	25 00
Chocolate Cove, Fairhaven Lord's Cove	G. Wentworth	11	3 & 2	12 "	100 00
Church Hill and River View	E. Bayley	2	2	12 "	40 00
Clair and Fort Kent (Me)	J. Long	¾	12	12 "	50 00
Clarendon Station and Railway Station	G. S. Lacey	½	6	12 "	40 00
Clarkville and Norton Dale	B. Anderson	5	2	6 " (to Dec. 31, '05)	25 00
Clarkville and Railway Station	do	7½	2	6 " from "	42 50
Clearview and Railway Station	S. Bishop	3	6	12 "	140 00
Clifton and Greys Mills	J. Rodgers	15	3	12 "	139 00
Clifton and Rothesay	G. S. Pettingell	5	6	12 "	294 00
Clinch's Mills and Gooseberry Cove	R. Ferguson	4	2	12 "	65 00
Clinch's Mills and Railway Crossing	F. S. Clinch	⅛	12	12 "	26 00
Cloverdale East and Smith's Corner	R. H. Morgan	6	3	3 " (to Sept. 30, '05)	18 75
do do	W. H. Featherstone	6	3	9 " from "	76 50
Clover Hill and Sussex	S. P. Taylor	15½	2	12 "	160 00
Coal Branch Station and Ry. Stn	J. T. Swift	⅛	12	12 "	48 00
Coal Creek and Coal Mines	W. L. Durland	4	2	12 "	26 00
Coal Creek and Railway Station	M. E. Weaver	1/16	12	12 "	10 00
Coal Creek and Upper Coal Creek	do	4	1	12 "	25 00
Coates Mills and St. Cyrille	W. LeBlanc	3½	2	12 "	40 00
Cocagne and Cocagne Cape	D. Gueguen	4	1	12 "	35 00
Cocagne and Notre Dame	E. Bilodeau	6	3	12 "	90 00
Codys and Coles Island	E. Starky	6 11 & 13	6	12 "	227 98
Codys and Jenkins	I. V. B. Hetherington	2	3	12 "	39 49
Coldstream and Hartland	S. S. Page	5	3	12 "	90 00
Coldstream and Knowlesville	J. W. Foster	18 & 23½	3	12 "	225 00
Coles Island and Forks	R. W. Hetherington	17	2	12 "	147 82
College Bridge and Railway Stn	D. F. Richard	½	12	12 "	75 00
Collette and Rogersville	M. Gionet	4	1	12 "	26 00
Connell and Florenceville	W. A. Taylor	4	3	12 "	68 64
Connors and Mouth of St. Francis	E. Ouellet	3½	3	12 "	60 00
Cork Station and Railway Station	W. Murphy	⅛	6	12 "	26 50
Cormier's Cove, St. Joseph and Station	V. J. Landry	1 & 2	18	12 "	160 00
Coronation and Railway Siding	G. W. Bishop	⅛	3	12 "	25 00
Coughlan and Railway Siding	D. A. Coughlan	¼	6	12 "	40 00
Cowan and South River	H. Cowan	2½	2	12 "	30 00
Coxes Point, Cumberland Bay and The Range	H.O. Branscombe	3, 5 & 7½	2 & 3	12 "	85 00
Cross Creek and Green Hill	A. Waugh	4	2	12 "	60 00
Cumberland Bay and Railway Stn	H.O. Branscombe	½	3	12 "	36 00
Currieburg and Stanley	A. L. Currie	6½	2	12 "	55 00
Curryville and Railway Station	J. A. Beaumont	⅛	12	12 "	45 00
Dalhousie and Point La Nim	J. Nolan	3	3	12 "	75 00
Dalhousie and Railway Station	J. Duncan	¼	36 & 24	12 "	143 90
Dalhousie Junction and Ry. Stn	T. Robinson	⅛	12	12 "	100 00
Damascus and Smith Town	W. B. Smith	3	1	12 "	30 00
Dawson Settlement and Hillsb'ugh	I. S. Jonah	8	2	6 " (to Dec. 31, '05)	37 50
Dawson Settlement and Steeves Mills	J. Steeves	2	2	6 " "	12 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Debec and Maxwell	G. Flemming	21 & 14	3	12 months	264 00
Debec and Railway Station	A. Harron	¼	12	12 "	29 50
Derby and Railway Station	E. L. Parker	¼	12	12 "	60 00
Doaktown and Railway Station	I. H. Swim	1/16	12	12 "	24 00
Dobson's Corner and Petitcodiac	J. W. Bleakney	13	2	12 "	208 00
Donegal, Waterford and Sussex	C. Crothers	8 & 12	1 & 3	3 " (to Sept. 30, '05)	51 06
do do	G. M. Hayes	8 & 12	1 & 3	9 " from "	153 16
Dorchester and Fairview	S. T. Blenis	3½	1	12 "	19 00
Dorchester and Middleton	H. T. Buck	2	6	12 "	75 00
Dorchester and Railway Station	S. W. Tingley	½	24	12 " less fine	231 34
Dorchester and Rockport	R. Read	12	2s&3w	12 "	159 00
Dorchester and Woodhurst	B. Card	5	1	12 "	25 00
Dorchester Crossing, Railway Station and Scadouc	P. J. Melanson	¼ & 2½	6 & 2	12 "	75 00
Douglas and Railway Station	E. Currie	1/16	3	12 "	30 00
Douglastown and Newcastle	D. Doyle	5	12	12 "	250 00
Dover and Moncton	T. M. Steeves	15½	3	12 "	224 00
Downeyville and Hatfield's Point	E. Kellier	7	2	12 "	71 00
Downeyville and Tooleton	W. L. Pickett	12	2	12 "	79 00
Doyle's Brook and Railway Station	J. Gratten	4	3	12 "	70 00
Doyle'. Settlement, Lorne and River Louison	T. Hayes	3 & 7	1 & 2	12 "	54 00
Dumbarton Station and Ry. Station	W. Saunders	1/16	6	12 "	40 00
Dungiven and Memramcook	E. W. Toole	4	1	12 "	25 00
Durham Bridge and McElwain	R. McElwain	3	2	12 "	48 00
Durham Bridge and Ry. Station	R. Abernethy	½	12	12 "	35 00
Durham, Centre and Jacquet River	W. M. Furlotte	1¼	12	12 "	95 00
East Glassville and Highlands	A. McKenzie	2½	3	12 "	40 00
East Waterville and Temperance	I. Pike	2½	2	12 "	30 00
Edmundston and Railway Station	A. Babin	¾	12	12 "	95 00
Edmundston, Temiscouata and C.P.R. Trains	do	1/8	6	15 " (from Apl. 1, '05)	31 25
Edmunston and Upper Madawaska	F. Albert	3	6	12 "	60 00
Eel River Crossing and Ry. Station	Levesque & Splude	1/16	12	12 "	50 00
Elgin and Fir Grove	T. Carty	4	1	12 "	30 00
Elgin and Flint Hill	F. W. Steeves	17&12	2	4 " and 15 days (to Nov. 15, '05)	65 62
Elgin and Mapleton	W. A. Colpitts	4	2	7 " 15 days (from Nov. 15, '05)	26 25
Elgin and Meadows	F. W. Steeves	6	2	7 " 15 days (from Nov. 15, '05)	37 50
Elgin and Pleasant Mount	C. Henderson	5	1	12 "	35 00
Elgin and Railway Station	J. Garland	½	6	9 " (to March 31,'06)	25 05
do do	T. Barchard	½	6	3 " from "	9 62
Ellenstown and Millerton	J. Tweedie	4½	2	12 "	35 00
Elmsville and Railway Station	J. H. Dyer	1/16	12	12 "	60 00
Elm Tree and La Plante	J. M. Godin	3½	2	12 "	50 00
Elm Tree and Railway Station	J. Doucet	1	12	12 "	40 00
Emerson and Ford's Mills	J. McG. Powell	8	2	12 "	79 00
Ennishore and Grand Falls	C. O'Regan	3½	1	12 "	30 00
Enniskillen Station and Railway Station	B. McAloon	¼	6	12 "	28 00
Evans and Young's Cove	A. Gale	9	3	12 "	54 00
Exmore and Red Bank	F. Murphy	3	1	12 "	30 00
Fairville and Railway Station	C. F. Tilton	⅛	18	12 "	150 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ferguson's Point and Main Post Road	W. Ferguson	¾	6	12 months	40 00
Ferndale and Hillside	G. Bannister	2	1	12 "	20 00
Flatlands and Railway Station	W. Gillis	½	6	12 "	55 00
Flint Hill and Meadows	J. W. Garland	4	2	7 " 16 days (from Nov. 15, '05)	25 00
Florenceville and Lower Greenfield	R. Shannon	3½	3	12 "	45 00
Florenceville and Railway Station	H. B. Taylor	1	12	12 "	160 50
Florenceville and Summerfield	G. Green	13	3	12 "	129 00
Florenceville East and Upper Peel	N. Moore	1	6	12 "	40 00
Flume Ridge and Lawrence Station	P. J. Anderson	8	2	12 "	104 00
Foley Brook and Salmonhurst	J. Pouslen	7	2	12 "	70 00
Forest Hill and Main Post Road	G. C. Steeves	4	2	4 " (to Nov. 15, '05)	8 75
Forks and Ida	C. Kierstead	5	1	12 "	25 00
Four Roads and Inkerman	M. Gibb	3½	2	12 "	35 00
Fox Creek and Moncton	E. LeBlanc	12½	3	12 " less fines	104 00
Fredericton and Hamtown	S. Bird	22	2	12 "	225 00
Fredericton and Hanwell	P. Lucy	10	2	12 "	120 00
Fredericton and Letter Boxes	W. J. McGinn	3⅜	12	12 "	149 00
Fredericton and Lower St. Mary's	H. J. Phair	6	2	12 "	90 00
Fredericton and Meductic	J. C. Maxon	51	3	12 "	498 00
Fredericton, Nashwaak and St. Mary's Ferry	M. W. Ryan	1 & ¾	6 & 12	12 "	156 49
Fredericton and Nasonworth	D. D. Jones	9½	2	12 "	95 00
Fredericton and Railway Station	C. J. Kelly	⅞	60	12 "	319 57
do do	J. E. Keith	½	24	12 "	129 97
Fredericton Junction and Ry. Stn.	J. Shehan	25 yds.	24	12 "	40 00
Fredericton Road, Harewood and Salisbury	W. W. Wilson	8 & 13	2 & 1	12 "	98 00
French Village and Railway Station	M. A Bater	4	2	12 "	60 00
Gagetown and Upper Gagetown	J. W. Dickie	8	2	Season 1906	65 00
Gagetown and Welsford	G. A. Law	28	3	12 months	397 00
Gagetown and Westfield	W. H. Bulyea	44	3	12 "	790 00
Gallagher and Railway Station	J. T. Price	2	2	12 "	25 00
Gaspereaux and Lakestream	R. Bishop	12	1	12 "	49 85
Gaspereaux Stn and Railway Stn	J. Mooney	1	6	12 "	50 00
Gaspereaux Stn and Scott's Brook	W. H. Jones	6	2	12 "	44 44
Gaythorne and Tabusintac	G. Buchanan	6	2	12 "	65 00
Gibson and Railway Station	B. H. Babbitt	⅛	24	12 "	80 00
Gilks, Railway Station, Blissfield and Moran	J. Robinson	⅛, 3 & 2	12 & 6	12 "	150 00
Gladstone and Kintore	I. L. Watt	9	3	7 " (to Jan'y 31, '06)	91 00
do do	do	9¾	3	5 " from Jan. 31, '06	70 41
Gladwin and Red Rapids	J. G. Brooks	4	3	12 "	60 00
Glassville and Kenneth	K. McIntosh	5½	3	12 "	66 00
Goose Creek and Shepody Road	J. Prescott	13	1	12 "	75 00
Gordonsville and South Gordonsville	F. Pelkie	4	3	12 "	60 00
Grafton and Woodstock	J. Rolston	1½	6	12 "	68 00
Grainfield and Renous Bridge	M. Kehoe	8	2	12 "	98 00
Grand Ance and Mizonett	S. Poirier	8	2	12 "	48 00
Grand Bay and Railway Station	D. M. Hamm	¼	6	12 "	44 00
Grand Falls and Grand Falls Portage	J. T. Mulherin	12½	2	12 "	103 00
Grand Falls and Medford	F. Page	16 & 24½	3	12 "	400 00
Grand Falls and Railway Station	J. J. Kelly	½	12	12 "	75 00
Grand Falls and St. Amand	S. St Amand	11	3	12 "	160 00
Grand Harbour and Whitehead	A. Dakin	6	2	12 "	100 00
Grattan and Upper Neguac	J. Stewart	3½	2	12 "	40 00
Great Shemogue and Shediac	V. R. Boudreau	24 & 26½	6	12 "	540 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Green Lake and Woodstock..	R. A. Ballentine	11½	2	12 months.....	153 00
Green Point and Railway Siding...	G. A. Fournier..	1	6	12 "	40 00
Green River and Railway Siding...	G. A. Lynch....	100 yds.	12	6 " (to Dec. 31, '05)..	20 00
Green River Stn and Railway Stn..	A. DeVillers....	⅛	12	6 " from Dec. 31, '05	12 50
Guimond and St. Louis-de-Kent....	D. Guimond ...	5	2	12 "	40 00
Halcomb and Red Blank	E. Mathews....	8	2	12 "	100 00
Hammond Vale and Londonderry..	W. Fowler.....	8	1	12 "	52 00
Hampton and Ossekeag.....	J. Boviard.. .	1	6	12 "	58 90
Hampton and Urquharts.....	H. Piers...	13	2	12 "	125 00
Hanford Brook and Upham..	J. Tracey.	5	2	12 "	43 30
Harcourt and Lakestream.....	L. J. Wathen...	22	1	12 "	160 00
Harcourt, Railway Station and Richibuctou	J. B. Miller.....	36,30,& ½	6 & 24	12 " and arrears.. ...	1,161 50
Harrisville and Lewisville.....	J. L. Lockart...	3	2	12 "	25 00
Hartland and Railway Station.....	J. D. Shaw.....	⅜	12	12 "	72 75
Hartland and Victoria	J. McGee.	2½	6	12 "	260 00
Harvey Station and Railway Stn...	D. Glendinning.	50 yds.	12	12 "	40 00
Harvey Station and Yoho..... ...	R. Coffey.....	8	2	12 "	90 00
Hatfield's Point and Norton.....	E. Kellier . ..	10	6	12 "	233 00
Hatfield's Point and Wickham.....	J. M. Denton...	18	3	5 " (to Nov. 30, '05).	145 84
do do	do ...	19	3	7 " from Nov. 30, '05	215 51
Head of Millstream, Perry Settlement and Sussex.....	W. S. Mason....	5 & 20	1 & 2	12 "	141 28
Head of Tide and Railway Station.	H. C. Gillis.....	⅛	6	12 "	80 00
Head of Tide and Robinsonville....	do	22½	2	12 "	206 00
Hebert and Sweenyville.....	A. L. LeBlanc..	4	2	12 "	20 00
Heron Island and New Mills ...	W. Maxwell....	3	1	12 "	36 00
Hillsborough and Lower Cape.....	H. Hawkes.....	9	6	12 "	272 00
Hillsborough and Railway Station.	B. Steeves... ..	⅛	12	12 "	80 00
Hillsborough and Rosevale..... .	H. J. Stevens...	13	3	12 "	144 00
Hillsborough and Steeve's Mills ...	W. E. Jonah....	10	2	6 " (from Jan. 1, '06)	62 00
Hillsdale and Mackville.....	M. McIntyre...	3	1	12 "	30 00
Hillsdale and Sussex..	S. P. Kyle	17	3	12 "	228 00
Holderville and Millidgeville.....	W. Sleep.....	21 & 17	6 & 3	42 "	430 00
Hopewell, Hopewell Hill and Railway Station	C. L. Peck.....	1¼	6 & 12	3 " (to Sept. 30, '05)	27 50
do do	G. W. Newcomb	1¼	6 & 12	2 " (to Dec. 31, '05)..	25 00
do do	J. D. Newcomb.	1¼	6 & 12	6 " (from Dec.31,'05)	69 50
Hopewell Cape and Railway Station	W. E. Calhoun..	3½	6	12 "	140 00
Hopewell Cape and Memel	R. S. Woodworth	7 & 5	1	12 "	37 00
Hopper and Salisbury.	A. W. Leeman..	18	2	12 "	182 50
Hoyt Station and Juvenile Settlement.....	W. H. Wallace..	13 & 17½	2	12 "	101 66
Hoyt Station and Railway Station.	A. W. Mersereau	½	12	12 "	70 00
Indian Mountain and Moncton....	H. Renton...	19	2	12 "	145 00
Irishtown and Le Blanc ville.....	W. Sullivan	5	1	12 "	30 00
Irishtown, Railway Station and McLaughlan Road....	do	1½ & 16	6 & 2	12 "	227 00
Iron Bound Cove and Railway Siding	W. Lucas.....	¼	2	12 "	10 00
Jacquet River and McMillan... ..	J. Doucett.....	7	2	12 "	52 50
Jemseg and Mouth of Jemseg.. ...	S. C. Burns.....	3½	3	12 "	52 24
Jemseg and Young's Cove Road...	L. D. Ferris...	19	6	12 "	458 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractors.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Jolicure, Westmoreland Point and Railway	C. E. Brownell.	7 & 1	6 & 12	12 months	325 00
Kanes and Têteagouche River (S.).	A. F. Kane.	3½	3	12 "	18 00
Kent Junction and Railway Station	J. Horton	¼	12	12 "	30 00
Kent Lake and Railway Siding	S. Des Roche.	1	2	12 "	15 00
Keswick Bridge and Scotch Lake	W. H. Lawrence	9 & 10	2	11 " (to May 31, '06),	229 17
Kilburn and Kintore	D. Watt	6	3	12 "	100 00
Kilburn and Muniac	C. I. Pickett	1	6	3 " (to Sept. 30, '05).	16 25
Kilburn and Railway Station	B. Kilburn.	⅛	12	12 "	35 00
Kingsclear and New Market	D. Murphy.	5	1	12 "	39 00
Kingscroft and Railway Siding	J. Copeland	¼	2	12 "	10 00
Kingston (King's), Reed's Point and Railway Station	L. Scribner	3⅔ & 5	5	12 "	216 12
Kingston (King's) and The Bluffs	J. L. Keirstead.	3	2	12 "	44 00
Kirkwood and Railway Station	W. Kirk.	50 yds.	6	12 "	15 00
Knoxford and Upper Knoxford	R. Longstaff	4	3	12 "	96 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 "	69 50
Kouchibouguac and Laketon	M. Flanagan.	6	1	12 "	20 00
Kouchibouguac and Point Sapin	J. Sullivan	20	1	12 "	81 25
Kouchibouguac and Richibucto	W. H. Mathew.	12	6	12 "	230 00
Lake Edward and New Denmark.	H. Howlett.	2½	2	12 "	30 00
Lake George and Prince William Station	A. McLean.	22	2	12 "	183 00
Lakeville Corner and Newcastle Bridge	J. D. Bridges.	18	2	12 "	144 00
Lameque and Miscou Lighthouse	T. Ward.	27	3	3 " (to Sept. 30, '05).	93 75
do do	J. Brown.	27	3	9 " from "	281 25
Lameque and Shippegan	D. E. Savoy	7	4	12 "	139 00
Landry and Upper Pockmouche	L. G. Landry	5	1	12 "	23 00
Lawrence Station and Railway Station	P. J. Anderson.	⅛	12	12 "	52 00
Ledge and St. Stephen	W. Maloney	5	2(S.)& 3(W.)	12 "	90 00
Legere and Portage River	L. Mauzeroll	2	3	12 "	30 00
Lepreaux and New River Mills	R. Travis.	7	2	12 "	32 00
Lepreaux and Railway Station	H. P. Reynolds.	1/16	12	12 "	40 00
Lever and Oak Bay	W. Robinson	6½	2	12 "	48 00
Lime Hill and Main Post Road	T. Scribner	2	1	12 "	20 00
Limekiln and Stanley	J. T. Pringle	2	1	3 " (to Sept. 30, '05).	6 25
do do	W. Pringle.	2	1	9 " from "	18 75
Lincoln and Oromocto	R. Brennan.	4	3	12 "	65 00
Lesson and Markhamville	T. Lisson.	3½	1	12 "	20 00
Little Lake and Tracy Station	J. Duplisea	11	1	12 "	60 00
Long Point and Springfield	E. Kellier	7 & 10	2	12 "	94 00
Lorneville, Railway Station and Sea View	M. Driscoll	3 & 6½	6 & 3	12 "	185 00
Lower Brighton, Newburg Junction, Pembroke and Newburg	B. McKinney	3 & 6	6 & 2	8 " (to Feb. 28, '06).	100 00
do do	"	3,6 & 8	6 & 2	4 " from "	53 33
Lower Derby and Railway Siding	M. Amos	¼	12	12 "	40 00
Lower Millstream and Parlee Settlement	G. S. Sharp.	6 & 5	1 & 2	2 " (to Aug. 31, '05).	6 50
do do	"	6 & 5	2	10 " from "	65 00
Lower Nappan and Point au Car	A. Campbell	5¾	2	12 "	52 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lower Turtle Creek and Turtle Creek	R. H. Fillmore	3	1	11 months (to May 21, '06)	13 75
do do	"	4	1	1 " from "	1 67
Ludlow and Railway Station	A. Hovey	⅛	12	12 "	35 50
Lynch and Railway Station	G. A. Lynch	100 yds.	12	6 " (from Jan. 1, '06)	20 00
McAdam and Railway Station	J. W. Green	½	as req.	12 "	290 00
McDougall and Railway Station	J. A. McDougall	½	12	12 "	35 00
McKees Mills and Railway Station	J. S. McKee	¼	12	12 "	20 00
McKees Mills and St. Gregoire	D. LeBlanc	2	2	12 "	20 00
McNairn and Marie-de-Kent	W. Ward	3	2	12 "	41 00
McNamee and Railway Station	E. M. Donalds	¼	12	6 " (to Dec. 31, '05).	22 00
do do	I. Wilson	½	12	6 " from "	32 50
Malakoff and Scadouc	E. Foster	3½	2	12 "	30 00
Malden and Railway Station	M. Sweeney	1½	3	12 "	33 00
Manners Sutton and Tweedside	A. Dorcas	4	3	12 "	75 00
Mannhurst and Petitcodiac	R. F. Keith	8½	2	9 " (to Mar. 31, '06).	93 17
do do	S. D. Mann	8½	2	3 " from "	24 87
Maple Green and Dalhousie Junction	W. LeBlanc	2	3	12 "	55 00
Maplehurst, Upper Kent and Railway Station	B. W. Cox	3 & ⅛	2 & 12	12 "	130 00
Maplewood and Milleville	J. Johnston	5	2	12 "	52 00
Mars Hill and River-de-Chute	S. Bishop	5	1	12 "	19 50
Martins and Railway Station	C. Martin	¼	12	12 "	78 24
Marysville and Railway Station	G. W. Foster	1/16	24	12 "	60 00
Maugerville and Upper Maugerville	A. McGrath	5	6	Season 1906	74 50
Meadows and Railway Station	G. F. Beach	20 yds.		12 months	20 00
Meadows and Tower Hill	G. A. Lindsay	2	2	12 "	52 52
Meductic and Woodstock	G. W. Jackson	12	6	12 "	300 00
Melrose and Railway Station	B. Corrigan	½	6	9 " (to Mar. 31, '06).	37 50
do do	J. Barry	½	6	3 " from "	18 75
Memramcook and Memramcook Est	J. F. Richard	2½	2½	12 "	45 00
do do West	S. J. Patrick	2¼	2	12 "	75 00
do and Railway Station	T. D. Melanson	1	24	12 "	96 00
Mercer and Norton	G. A. Langell	3½	1	12 "	18 00
Middle Simonds and Peel Tank	H. H. Hatfield	1	6	12 "	135 00
Midgic Station and Railway Station	C. Hicks	40 yds.	6	12 "	10 00
Mill Brook and Narrows	E. L. Hughes	4	2	12 "	52 00
Millidgeville and St. John	J. B. Hamm	4	6	12 "	125 20
Millerton and Railway Station	G. Vanderbeck	⅛	12	12 "	40 00
Millstream and Mount Hebron	J. Keohan	5	2	12 "	71 76
Milltown and St. Stephen	Hardy & Bridges	2	18	12 "	160 00
Millville Railway Station and Temperance Vale	H. McKenna	⅛ & ½	12 & 3	12 "	180 00
Millville and Springfield	D. Reed	14 & 16	2	12 "	198 00
Miscou Harbour and Wilson's Point	P. Wilson	6	2s&1w	12 "	55 00
Mispec and St. John	J. B. Hamm	9	6	12 "	280 00
Moncton and Railway Station (M. & B.R.)	R. J. Duffey	½	12	6 " (to Dec. 31, '05). (less fine)	35 50
Moncton and Railway Station (M. & B.R.)	J. A. Holman	½	12	2 " (to Feb'y 28, '06)	12 50
Moncton and Railway Station (I. C.R.)	R. J. Duffy	1	72	8 " " (less fine)	414 00
Moncton and Stoney Creek	A. P. Smith	8½	2	12 "	103 05
Moncton and Street Letter Boxes	R. J. Duffy	1⅛	12	8 " (to Feb'y 28, '06)	99 33
Moncton, Street Letter Boxes and Railway Stations	P. A. Belliveau		as requ'd	4 " from "	333 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division. &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Moncton and Upper Coverdale	H. W. Gaskin	16	3	12 months	208 59
Moncton Road and Shediac	Mrs R. Bateman	6	1	12 "	40 00
Moore's Mills and Oak Hill	J. W. Mann	14	3	3 " (to Sept. 30, '05).	34 00
do do	H. McKay	14	3	9 " from "	105 00
Moore's Mills and Railway Station.	A. Connick	1/16	12	12 "	75 00
Morehouse, Shinnickburn, Upper Blackville and Railway Station	H. Morehouse.	7, 1/4 & 2	2 & 6	12 "	127 00
Mount Carmel and St. Fabien	M. F. Martin	4	1	12 "	20 00
Mountain Dale and Snider Mountain	G. H. Keirstead.	4	1	12 "	45 00
Mount View and Railway Station	E. A. Wheaton.	3	1	12 "	20 80
Mountville and Railway Station	R. C. Butterfield	1/8	12	3 " (to Sept. 30, '05).	5 00
do do	A. E. Butterfield	1/8	12	9 " from "	15 00
Mouth of Keswick and Railway Station	H. F. Dunphy	3/4	12	12 "	60 00
Mouth of Keswick and Scott's Lake	C. Yerxa	12 & 13	3	1 " (from June 1,'06)	27 08
Mouth of Keswick and Upper Keswick Ridge	do	7	1	11 " (to May 31, '06).	82 50
Mouth of Keswick and Woodstock.	E. Ebbett	60	2	12 "	680 00
Muniac and Railway Siding	W. J. Miller	60 yds.	12	9 " (from Oct. 1, '05)	15 00
Musquash and Railway Station	J. Reed	1/4	12	12 "	30 00
Nashwaak Bridge and Railway Station	J. T. McBean	1/4	12	12 "	60 00
Nashwaak Village and Railway Station	C. Forbes	1 1/4	12	12 "	62 50
Nauwigewauk and Railway Station	W. H. Hill	1/6	12	12 "	48 00
Nelson Reserve and South Nelson	M. Whalen	6	2	12 "	67 00
Nerepis Station and Railway Station	M. O. McKenzie	1/8	12	12 "	25 00
Nerepis Station and Round Hill	do	12	1	12 "	75 00
Newcastle and North West Bridge	E. H. Sinclair	2 1/2	6	9 " (to April 30, '06)	30 00
do do	E. Connelly	2 1/2	6	3 " from "	10 00
Newcastle and Railway Station	D. Doyle	1	30 & 42	12 " (less fine)	323 18
Newcastle and Red Bank	T. Foley	15	3	12 "	300 00
Newcastle and Sevogle	J. O'Shea	25	1	12 "	160 00
Newcastle Bridge and Railway Station	K. Yeamans	1/2	6	12 "	20 00
Newcastle Creek and Sheffield	J. C. Simmons	32	2	12 "	237 95
New Mills and Railway Station	W. Flann	1/4	12	12 "	60 00
Newtown and Sussex	T. M. Durham	10 & 12	3	12 "	175 60
Newtown and White's Mountain	M. Hanley	3	1	12 "	25 00
Nigado and Railway Station	C. H. Roy	1/2	12	12 "	40 00
Nixon and Turtle Creek	L. A. Wilson	4	2	12 "	55 00
Northfield and Railway Station	S. McLeod	1 1/2	2	12 "	15 00
North Head and Seal Cove	W. N. McLean	12	5 & 4	12 "	250 00
North View and Plaster Rock	J. H. Weaver	7	3	12 "	155 00
Norton Dale and Railway Station	A. C. Fawcett	2 1/2	2	6 " (to Dec. 31, '05).	19 25
Notre Dame and Poirier	J. Gueguen	6	1	12 "	22 00
Notre Dame and Railway Station	M. Bourque	1/12	12	12 "	49 01
Oak Bay and Railway Station	R. W. Wilson	1/4	12	12 "	65 00
Oakham and Railway Station	G. W. Worden.	1/2	3	9 " (to M'ch 31, '06).	10 88
do do	J. Hickson	1/2	3	3 " from "	6 00
Oaklands, Riverbank and Railway Siding	H. M. Hunter	1/16 & 3	6 & 2	12 "	52 00
Oak Point and Round Hill	D. D. Flewelling	3	6	Part of season 1905	30 42
do do	E. H. Flewelling	3	6	" " 1906	14 59
Oakville and Weston	S. W. Porter	3	3	12 months	85 00
Oakville and Woodstock	T. F. Troy, jr.	14 & 11	3	12 "	260 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Olinville and Round Hill	H. B. Belyea	18½ & 10	3	9 months (to Mch 31,'06)	141 00
do do	J. A. Vincent	18½ & 11	3	3 " from "	48 75
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. M. Kelly	10 21&12	6 & 3	12 "	305 00
Oromocto and Shirley Settlement	R. Brennan	4	1	12 "	20 00
Oromocto and Waasis Railway Station	J. Malone	6	6	12 "	215 00
Oromocto and Woodside	F. Goodine	18	2	12 "	109 00
Ortonville and Railway Siding	J. W. Hitchcock	1/16	12	12 "	25 00
Ossekeag and Railway Station	R. H. Smith	⅛	as req.	12 "	100 00
Ossekeag and Upperton	W. Dempster	19½	3	12 "	279 00
Painsec and Railway Station	P. Comeau	1	2	12 "	37 00
Parents and Railway Station	M. Lebel	50 yds.	12	12 "	30 00
Passekeag, Railway Station and Sherlock	J. MacVey	⅛ & 5	12 & 1	12 "	90 00
Peel and Railway Station	E. A. Harmon	1/16	12	12 "	20 00
Peniac and Railway Station	C. T. Weade	½	12	12 "	60 00
Pennfield Ridge and Seely's Cove	J. A. Spear	4	2	12 "	28 00
Penobsquis and Railway Station	S. M. Freeze	½	12	12 "	75 00
Penobsquis and Roxburgh	E. W. McNair	22	2	12 "	154 92
Perth and Railway Station	M. Larlee	⅛	12	12 "	125 00
Perth and Tilley	E. Lovely	17½ & 8	2	12 "	125 00
Petersville Church and South Clones	J. Chittick	4	1	12 "	21 12
Petersville and Welsford	G. R. Burton	10	2	12 "	150 00
Petit Rocher and Railway Station	E. C. Boudreau	1/16	12	6 " (to Dec. 31, '05).	30 00
do do	do	1½	12	6 " from "	40 00
Piccadilly and Sussex Corner	E. Brown	3½	2	12 "	30 00
Pigeon Hill and Shippigan	W. Chiasson	18	2s 1.w	12 "	80 00
Pine Ridge and St. Norbert	A. Richard	3	3	12 "	12 50
do do	J. M. Richard	2½	3	3 " (to Sept. 30, '05.)	33 75
Plaster Rock and Railway Station	D. Fraser	⅛	12	12 "	15 00
Plaster Rock and Nictau	J. H. Weaver	34	3	12 "	600 00
Pleasant Point and Railway Station	J. Irvine	3½	12	12 "	250 00
Plourd and St. Jacques	P. Morneault	3	3	12 "	75 00
Point de Chene and Railway Station	T. McGrath	⅛	12	12 "	32 00
Poitras and Power Creek	L. Poitras	2½	2	12 "	20 00
Pollett River and Prosser Brook	A. Lonsbury	10	3	7 " (15 days from Nov. 16, '05.).	93 75
Pollett River and Railway Station	T. W. Colpitts	1/16	16	12 "	20 20
Port Elgin and Railway Station	G. Siddall	¼	12	12 "	81 12
Port Elgin and Spences	T. L. Wood	17 & 15	6	12 "	483 60
Porton and Riceville	M. Dickinson	5	2	12 "	60 00
Powers Creek and Railway Station	J. Corbin	¼	12	12 "	50 00
Prince of Wales and Railway Station	J. Cairns	½	6	12 "	31 00
Prince William Station and Railway Station	W. G. Hatch	1/16	12	12 "	100 00
Queenstown and Upper Otnabog	A. C. Fox	2½	3	12 "	22 00
Read and Railway Station	W. T. Allen	2½	6	12 "	31 22
Red Pine and Railway Station	E. N. Sutton	25 yds.	6	12 "	10 00
Red Rapids, Railway Siding and Birch Ridge	C. Roberts	¼ & 5	3	12 "	125 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Red Rapids Bridge, Railway Siding and Arthurette	H. Giberson	10 yds & 3 miles.	6 & 3	12 months	45 00
Renous Bridge and Railway Station	T. H. Jardine	½	12	12 "	40 00
Rexton, Jardineville and Richibucto Village	J. Jardine	1½ & 6	12 & 3	12 "	150 00
Rexton and Railway Station	W. S. Mallery	¼	12	12 "	80 00
Rexton and Upper Rexton	W. Dykeman	4½	3	12 "	75 28
Reynolds and Railway Station	M. Power	200 ft.	3	12 "	35 00
Richibucto and Railway Station	J. C. Vantour	¼	12	12 "	48 00
Richibucto and St. Charles	T. Richard	⅛	3	12 "	82 50
Richmond Corner and Woodlawn	J. Fitzpatrick	6	3	2 " (to Aug. 31, '05).	21 50
do do	P. Fitzpatrick	6	3	10 " from " "	166 67
River-des-Caches and Savoy	S. Savoy	5	1	12 "	26 00
River Glade and Railway Station	T. Jones	¼	12	12 "	25 00
River Louison and Railway Station	J. Currie	¾	12	12 "	60 61
River Louison and Sunnyside	H. Miller	7	2	12 "	68 00
Riverside and Railway Station	D. W. Stuart	¼	12	12 "	40 00
Robertson's Point and White's Cove	G. W. Gunter	3	3	12 "	38 86
Robertville and Railway Station	F. Christie	3¾	6	12 "	120 00
Robertville and St. Rosette	W. F. Boudreau	4	1	12 "	25 00
Robichaud and Upper Abougogin	F. Robichaud	15 & 10	2	12 "	135 00
Rockland, Upper Dorchester and Railway Station	J. Sutherland	4¾ & 6	6 & 12	12 "	321 00
Rockport and Sackville	A. Tower	16	1	12 "	65 00
Rogersville and Rosarville	A. A. Richard	10	1	12 "	60 00
Rogersville, Railway Station and Vienneau	F. Richard	5 & 1/16	1 & 12	12 "	96 00
Rolling Dam Station, Railway Station and Sorrell Ridge	H. Toal	6 & 16	12 & 2	12 "	175 00
Rosebank and Six Roads	M. Robichaud	4	1	12 "	25 00
Rosedale and Upper Woodstock	W. H. McCormick	7½ & 4½	3	2 " (to Aug. 31, '05).	26 36
do do	W. Hamilton	7½ & 4½	3	10 " from "	145 83
Rothesay and Railway Station	J. R. Robertson	50 yds	30	12 "	75 00
Rothesay and Wells	J. McGuire	13 & 6	2	12 "	105 00
Round Hill and Speights Corner	A. F. Speight	8	2	12 "	50 00
Rusagornis and Waasis Railway Station	J. Malone	3	2	12 "	48 49
Rusagornis Station and Railway Station	A. Mott	⅙	12	12 "	15 00
St. Almo, Railway Siding and Three Brooks	L. Reed	⅙, 1½	3	12 "	75 00
St. Andrews and Railway Station	R. Storr	½	as required	12 "	83 38
St. Anne-de-Madawaska and Railway Siding	J. B. Martin	100 yds	12	12 "	20 00
St. Anthony, Puellering, and Renaud's Mills	L. J. Le Blanc	7½ & 2½	2	12 "	60 00
St. Anthony and Railway Station	T. Langis	½	2	12 "	20 00
St. Croix and Railway Station	M. J. Tracy	1	6	12 "	69 00
St. George and Railway Station	G. McGee	1	12	12 "	100 00
St. Isidore and Tracadie	F. Poulin	11	3	12 "	110 00
St. John and Letter Carriers	St. John Railway Company.	7½ to 8	as required	12 "	300 00
St. John and Railway Station	J. B Hamm	½	do	12 "	1,219 44
St. John and St. John West	J. Campbell	1	30	12 "	200 00
St. John and St. Martins	H. Nugent	30	6	12 "	779 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. John and Sand Point Road	D. Peacock	3	3	12 months	40 00
St. John Street Letter and Parcel Boxes and Indiantown	P. E. McDevitt.	8, 6, 4, 3 & 2	37	12 "	821 00
St. John West and Street Letter Boxes	J. McG. Campbell	¼	12	12 "	80 00
St. John special parcel delivery at Xmas 1905	H. McDevitt				16 00
St. Leonard Station and Railway Station	D. O. Bourgoin	¼	12	12 months	36 00
St. Leonard Station and Van Buren (Me.)	do	1	6	12 "	75 00
St. Martins and Salmon River	J. Kennedy	9½	6	12 "	310 00
St. Martins and Wood Lake	R. Hosford	6	1	12 "	30 30
St. Stephen and Calais (Me.)	I. Bridges	1	12	12 "	100 00
St. Stephen and Railway Station (C.P.R.)	Hardy & Bridges	⅛	as required	6 " (to Dec. 31, '05).	62 80
St. Stephen and Railway Station (C.P.R.)	W. E. McAlona	⅓	24	6 " from "	124 80
St. Stephen and Railway Station (S.L.)	J. E. Green	1	12	12 "	124 80
St. Thomas and Wilmot	J. H. McInnis	3	3	12 "	63 00
Sackville and Railway Station	A. W. Dixon	1	24	12 "	163 34
Sackville and Second Westcock	J. Amos	8	1	12 "	45 00
Sackville and Upper Sackville	D. Wheaton	5	6	12 "	190 00
Sackville and Wood Point	C. Richardson	6	1	12 "	45 00
Salisbury and Railway Station	R. McCready	⅓	24	3 " (to Sept. 30, '05).	26 60
do do	G. W. Gaynor	⅓	24	9 " from "	79 81
Salmondale and Railway Station	W. D. Patterson	¼	3	12 "	41 00
Salt Springs and Titusville	J. A. Robertson.	6	2	12 "	49 00
Scotch Settlement and Railway St'n	D. McKinnon	½	6	12 "	25 00
Sea Side and Railway Station	S. Laughlan	¼	6	12 "	30 00
Shediac and Railway Station	J. D. Weldon	7	48	12 "	96 00
Shediac Bridge and Shediac River	P. Babineau	2½	1	12 "	25 00
Shediac Road and Railway Station	J. Walker	¼	3	12 "	47 00
Shepody Road and Waterford	O. Sear	10	1	12 "	40 00
Shippigan and Shippigan Gully	C. P. Roussel	4	2	12 "	40 00
Siegas and Railway Station	M. Lynch	¼	12	12 "	60 00
Silver Beach and Railway Siding	A. Green	⅛	4	12 "	24 00
South Bay and Railway Station	E. Long	1/16	12	12 "	16 00
South Nelson and Railway Station	A. Carrigan	1/9	18	12 "	63 50
Spruce Lake and Railway Crossing	M. Watson	½	6	12 "	30 00
Stanley and Railway Station	D. R. Moore	⅛	6	9 " (to Mch. 31, '06).	60 00
do do	W. Waugh	⅙	6	3 " from "	41 25
Stanley and Tay Falls	L. McKinnon	5	2	12 "	48 60
Stanley and Woodlands	M. Reardon	17	2	12 "	133 00
Stickney and Railway Siding	A. L. Stickney	20 ft.	6	12 "	15 00
Stone Ridge and Railway Station	L. Brewer	1/16	12	12 "	20 00
Sussex and Railway Station	H Cunningham.	⅛	as req.	12 "	100 00
Sutton and Railway Station	J. A. Gregory	⅛	12	6 " (to Dec. 31, '05).	10 00
do do	W. B. Bonnell	⅛	12	6 " from "	10 00
Tankville and Railway Siding	B. Steeves	⅛	2	12 "	20 00
Topleys Mills and Railway Crossing	M. Murray	⅛	4	12 "	35 00
Taymouth and Railway Station	W. Munro	1/16	12	12 "	24 24
Three Tree Creek and Railway St'n	J. McQuestion	¼	6	3 " (to Sept. 30, '05).	5 00
do do	R. Webb	¼	6	6 " (to Mch. 31, '06).	24 00
Tobique River and Railway Siding	D. Curry	1/16	3	12 "	20 00
Tracey Station and Railway Station	O. Tracey	1/16	12	12 "	40 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tracey Station and Traceyville	A. O. Tracey	4	1	12 months	24 00
Turgeon and Railway Station	W. G. Poirier	1	6	9 " (from Oct. 1, '05)	33 75
Turtle Creek and Railway Station	V. C. Fillmore	¼	12	12 "	25 00
Upper Brighton & Railway Station	J. A. Pearson	100 yds.	6	12 "	15 00
Upper Cape and Railway Station	N. W. Strang	3	3	9 " (to Mch. 31, '06).	40 95
do do	D. R. Polley	3	3	3 " from "	15 60
Upper Derby and Railway Siding	F. Parks	½	12	12 "	40 00
Upper Keswick and Railway Stat'n	C. W. Estey	¼	12	12 "	40 00
Upper St. Bazil and Railway St'n	W. Beaulieu	¼	12	6 " (to Dec. 31, '05).	35 00
do do	P. Clavette	¼	12	6 " from "	40 00
Utopia and Railway Station	D. Spinney	¼	3	12 "	37 50
Waterside and Railway Station	T. J. O'Connor	15 & 13	6	9 " (to Mch. 31, '06).	356 25
do do	T. H. Stevens	15 & 13	6	3 " from "	118 75
Waweig and Railway Station	W. E. Armstrong	⅝	6	12 "	80 00
Welsford and Railway Station	H. Johnston	⅛	18	12 "	120 00
Westfield and Railway Station	C. R. McKenzie	¾	12	9 " (to Mch, 31, '06).	86 25
do do	W. H. Lingley	1	12 & 6	3 " from "	37 50
Westfield Centre and Railway Siding	R. T. Ballentine.	1/16	12	12 "	13 75
Williamstown and Woodstock	A. Gilman	17 & 15	6	12 "	900 00
Wisely and Railway Siding	J. A. Hayward	1½	2	12 "	41 00
Woodstock and Railway Station	T. Baker	⅛	36	12 "	247 50
Woodstock and Street Letter Boxes	C. D. Johnston	2½	12	12 "	104 00
Woodstock and Woodstock Rd St'n	T. Baker	10	6	12 "	300 00
Young's Cove Rd and Railway St'n	L. D. Ferris	50 yds.	6	12 "	25 00
Zealand Station and Railway Stat'n	D. Jewett	¼	12	12 "	30 00
Taking Charge of Mails.					
Chatham Junction and Chatham Branch Railway	R. Dunbar			12 "	25 00
Fredericton Junction	A. L. Nutter			12 "	60 00
Norton Station	W. H. Baxter			12 "	90 00
Petitcodiac	W. H. Price			12 "	50 00
Point du Chêne	J. T. White			Season, 1905-06	39 58
Vanceboro'	V. J. Woodrow			12 months	156 50
do	J. H. O'Brien			from 16 Oct	110 50
Total					$67,279 74
Less amount withdrawn from Guarantee Fund					169 20
					$67,110 54

APPENDIX B—*Continued.*

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Adstock and Robertson Station	L. Dubreuil	9	3	12 months	174 00
Agnes and Railway Station (C.P.)	J. O. Berubé	¼	18	6 " (to Dec. 31, '05)	28 26
do do	J. E. Berubé	¼	18	6 " from "	28 22
do do (Q.C.)	J. O. Berubé	1 & ¾	12 & 6	12 "	112 68
Agnes and Woburn	L. Lavigne	18	3	12 "	126 00
Alain and Railway Station	J. Alain	100 yds.	6	12 "	25 00
Allard and Nouvelle Railway Stn	J. Keays, jr.	2	6	12 "	60 00
Allen's Mills and Railway Station	D. Vir	100 yds.	6	12 "	31 30
Almaville and Shawenegan Falls	J. Veilleux	1	6	12 "	50 00
Amqui and Couturval	J. O. Couture	5	2	9 " (from Oct. 1, '05)	45 00
Amqui and Railway Station	L. A. Pouliot	100 yds.	12	12 "	60 00
Amqui and St. Leon le Grand	A. Marchand	7	2	12 "	50 00
Ancienne Lorette and Champigny	I. N. Drolet	1	6	12 "	50 00
Ancienne Lorette, Quebec and Les Grands Deserts	J. Cloutier	10 & 3½	6 & 3	12 "	250 00
Armagh and Marceauville	P. Langlois	3	3	12 "	35 00
Armagh and St. Philomon	S. Couture	9	6	12 "	139 00
Armagh and St. Raphael East	L. Boulanger	12	6	12 "	146 00
Armand and Railway Station	G. Morin & A. Patoine	¾	12	12 "	140 00
Armstrong and St. Théophile	J. Richard	2¼	6	12 "	100 00
Arthabaskaville and North Ham	Z. Bergeron	22	5 & 8	12 "	598 00
Arthabaskaville and Railway Stn	P. Bergeron	2½	12	12 "	88 00
Arthabaskaville and Victoriaville	do	2½	6	12 "	78 00
Assametquaghan and Mail Catching Post	S. Poirier	250 yds.	6	12 "	30 00
Ashnapmouchouan and St. Prime	C. Garneau	4 m.	2	1 " (from June 1, '06)	3 33
Aston Junction and Railway Stn	T. Vigneault	15 yds.	15	9 " (to Mar. 31, '06)	11 25
do do	O. Vigneault	15 yds.	as req.	3 " from "	12 50
do do	C. Vigneault	15 yds.	6	12 "	12 00
Aubert Gallion and St. George Beauce	M. G. Pozer	¾	6	12 "	40 00
Audet and Ferry	J. Coté	3¾	2	6 " (to Dec. 31, '05)	42 50
do do	do	3¾	3	6 " from "	62 50
Auvergne and Portneuf Station	L. Gignac	11½	6	12 "	224 00
Avignon and L'Immaculée Conception	T. C. Galland	6	2	12 "	50 00
Avignon and Metapedia	J. Poirier	7	6	12 "	250 00
Avignon and St. François d'Assises	T. A. Gallant	8	2	9 " (to Mar. 31, '06)	37 50
do do	R. Poirier	8	2	3 " from "	20 00
Avon and New Ireland	A. Pelletier	1	3	12 "	40 00
Bagotville and Grande Baie	C. Levesque	3	as req.	Part of seasons 1905–06	44 80
Baie St. Paul and Clairvaux de Charlevoix	J. Guay	7½	3	12 months	68 00
Baie St. Paul and Isle aux Coudres	E. Dufour	9	3	12 "	150 00
Baie St. Paul and La Petite Rivière St. François	O. Trémblay	15	6	12 "	300 00
Baie St. Paul and Murray Bay	E. Bouchard	30	6	12 "	1,398 50
Baie St. Paul and St. Tite des Caps	J. Dufour	26	6	4 " (to Oct. 31, 05, less fines)	311 21

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baie St. Paul and St. Tite des Caps	L. Trémblay....	26	6	8 mos. from Oct. 31, '05 (less fines)	916 66
Baie St Paul and St. Urbain de Charlevoix.....	T. Trémblay....	9	6	12 "	150 00
Baie St. Paul and Wharf..	E. Coudé.....	3	as req.	Part of seasons 1905 & '06	112 80
Bagotville and Wharf.....	" ...	⅛	as req.	" " ...	22 40
Baie de la Trinité and Cariboo Isld.	J. Jourdain.....	7⅞	as req.	Part of season 1905.....	49 29
do do ..	P. Z. Comeau...	7½	6	" 1906... ..	19 70
Baie de la Trinité and Pointe des Monts.....	J. A. Fafard ..	7½	as req.	Part of seasons 1905 & '06	120 00
Baie St. Claire and South West Point	A. Malouin.	.....	.....	Special trip..... ..	25 00
do do ..	La Compagnie Maritime and Commerciale..	... .	.....	Part of season 1906.....	100 00
Baillargeon and Craigs Road Stn..	D. P. Huot.....	3	60	12 months	60 00
Baker Brook and Railway Station .	A. McLean.....	6	12	12 "	350 00
Barrachois de Malbay and Bridgeville	F. H. Hodgins..	3	2	12 "	50 00
Barrachois de Malbay, Belle Anse, Point St. Peter, Grand Pabos, Ste. Adelaide de Pabos, Newport, Newport Point, Port Daniel East and Port Daniel Centre..	The Interprovincial Nav. Co. of Canada....	3½	4	Part of seasons 1905 & '06	309 40
Batiscan and Railway Station.....	J. P. Laguerre..	1¼ & 200 yards.	18	12 months	125 00
Batiscan and St. Pierre les Becquets	O. de Moras ...	3	12 & 6	12 "	408 00
Beauce Junction and Railway Stn .	V. Bilodeau	64 yds.	24	12 "	60 00
Beauce Junction and Ste. Anges..	E. Fontaine	6¼	6	12 "	250 00
Beauceville Est. and Mathieu.....	F. X. Lacombe.	5¼	2	12 "	69 48
Beauceville Est. and Rivière des Plantes.....	A. Rancourt....	3½	3	12 "	50 00
Beauceville Ouest and Railway Stn.	F. Rodrique....	⅝	18	12 "	90 00
Beaudet and Railway Station....	J. Bouchard....	128 yds.	6	12 "	29 20
Beaudoin and St. Ferdinand.....	I. Fortier... ..	5	2	12 "	59 00
Beaulieu and Ste. Famille.....	A. Péchette	13	3	12 "	180 00
Beaumont and Levis	F. Turgeon.....	9	6	12 "	327 60
Beauport and Beauport Est.....	J. Latouche	1¼	6	12 "	50 00
Beauport and Laval.....	W. Brown.....	13½	6	6 " (from Jan. 1, '06)	95 82
Beaupré and St. Féréol...	M. Bilodeau	7	6	12 "	125 00
Beaurivage and Parkhurst...	N. Brennan	3	6	12 "	90 00
Beauséjour and Rimouski.....	F. Alexandre...	4	6	12 "	150 00
Bécancour and Ste. Gertrude	P. Pellerin.....	10½	6	12 "	300 00
Bécancour and St. Gregoire.....	S. Charron.....	9	6	12 "	160 00
Béland and Jersey Mills.	L. Gendreau ...	5	3	12 "	75 00
Bennett and Maple Grove.	R. Bennett.....	4½	3	12 "	73 00
Bergerville and Quebec.....	J. Drolet....	3	6	12 "	90 00
Bergerville and Sillery	G. Remillard...	1	12	12 "	42 00
Bernadette and St. Nicolas.....	M. Carrier.. ...	3½	3	12 "	40 00
Bersimis and Hamilton Cove	D. Emond.....	37	2	12 "	900 00
Bersimis and Manicougan..... ...	D. Malouin. ..	30	1	12 "	300 00
Bersimis and Pointe des Monts....	D. Miller.....	99	.....	9 trips.	1,000 00
Berthier en bas and Railway Stn...	J. Blais.	2½	18	12 months	105 00
Bic and Railway Station	J. Gagnon.	200 yds.	as req.	12 "	100 00
Bic and St. Valerien de Rimouski..	C. Simon	3½	6	12 "	98 00
Bishop's Crossing and Dudswell Centre...	C. H. Evans....	2	6	9 " to Mar. 31, '06.	60 00
do .do	R. A. Grixton .	2	6	3 " from " ..	23 75
Bishop's Crossing and Railway Stn.	J. R. McFadden	125 yds.	12	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips Per Week.	Period.	Amount.
					$ cts.
Black Cape and Querry..	V. LeBlanc.	4½	3	12 months	56 00
Black Lake and Railway Station ..	A. E. Hudon	100 yds.	12	12 "	60 00
Black Lake and Richardville	E. Guerard	7	6	12 "	250 00
Black Lake and St. Ferdinand.	A. J. Beaudoin.	15	6	6 " (to Dec. 31, '05.)	150 00
do do	J. Drapeau	15	6	6 " from "	160 00
Blanchet and St. Lambert de Lévis	J. Paquet	¾	12	12 "	47 50
Blandford and Goupil	E. Goupil	4½	1	12 "	25 00
Blandford and Stanfold	P. L'Heureux	9	6	6 " (to Dec. 31, '05.)	81 00
do do	P. N. Garneau	9	6	3 " (to Mar. 31, '06.)	40 50
do do	A. Depré	9	6	3 " from "	70 20
Blouin and D'Artagnan	N. Kirouac	3	3	12 "	60 00
Boissonnault and Ste. Agathe de Lotbinière	O. Boissonnault.	4	3	12 "	65 00
Boivin and St. Elzear de Beauce	N. Jacques	3	2	9 " (to Mar. 31, '06.)	30 00
do do	H. Champagne.	3	2	3 " from "	12 00
Bolduc and St. Evariste Station	C. Blais	15	6	12 "	210 00
Bolduc and St. Gideon de Beauce	H. Poulin	8	6	12 "	178 00
Bonaventure Island and Percé	G. Aubert	3	3s&1w	12 "	125 00
Bonaventure River and Theviérge.	L. Forest	3½	3	12 "	74 00
Bougainville and St. George de Malbay	T. Lepage	2¼	2	12 "	35 00
Bourg Louis and Railway Station.	P. Russell	3	6	12 "	75 00
Bracken and Inverness	T. McHogge	6	3	9 " (from Oct. 1, '05)	108 75
Breault's Mills and Railway Stn	E. Richer	180 ft.	12	12 "	15 00
Broadlands and Kempt Road Hill	J. Jamieson	5	2	12 "	52 00
Broughton Station and Ry. Station	A. Fortier	150 yds.	12	12 "	50 00
Broughton Stn. and W. Broughton.	E. Bolduc	6½	6	9 " (to Mar. 31, '06.)	84 00
do do	L. Gingras	6½	6	3 " from "	27 00
Brownleigh Place and Kingsey Falls	J. Brown	3	3	12 "	50 00
Buckland and St. Damien de Buckland	J. Godbout	8	6	3 " (to Sept. 30, '05.)	36 25
do do	N. Laflamme	8	6	9 " from "	108 75
Bulstrode Station and Railway Stn.	J. N. Blanchet.	200 yds.	12	12 "	40 00
Bureau du Moulin and Morin	G. Breton	3	3	9 " (to Mar. 31, '06.)	29 25
do do	A. Langlois.	3	3	3 " from "	9 75
Cabano and Railway Station..	J. Latulippe	1¼	12	12 "	100 00
Cacouna and Cacouna South	A. Levesque	2	6	Part of seasons 1905-'06.	40 00
Cacouna and Railway Station..	J. Rioux	2½	23	12 months	162 80
Calmon, Railway Station and Reids Mines	T. H. Crabtree	4	12 &6	12 "	92 23
Campbells Corner and Inverness	J. Campbell	2	6	12 "	50 00
Campbellton and Cross Point	J. L. McDonald.	1	12	Part of seasons 1905-'06.	63 20
Caplin River and St. Alphonse de Caplin	E. Kerr	8	6	9 mos. (to March 31,'06)	157 50
Caplin River and St. Alphonse de Caplin	A. Landry	8	6	3 " from "	75 00
Cap Madeleine and Three Rivers	M. Arcand	5	6	12 "	175 00
Cap Rouge and Quebec	J. Trudel	9	6	12 "	175 00
Cap St. Ignace and Railway Station	T. Guimont	⅞	18	12 "	90 00
Cap St. Ignace and St. Apolline de Paton	C. Drapeau	24	1	1 " (to July 31,'05).	20 00
Cap Santé and Les Ecureuils	O. Gauvreau	4½	6	9 " (to March 31,'06).	112 50
do do	I. Godin	4½	6	3 " from "	49 50
Cap Santé and Portneuf	S. Brière	5	6	12 "	248 00
Carleton Centre and Railway Stn.	N. Leblanc.	1½	12	12 "	136 00
Caron Brook and Railway Station	R. Lang	3&600 yds	6	12 "	140 00
Casault and Railway Station	J. Ouellet	2	3	12 "	40 00
Castle-bar and Danville	E. J. Connolly.	6	6	12 "	190 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Causapscal and Railway Station....	J. Bouchard ...	1 1/8	12	12 months...	85 00
Cedar Hall and Railway Station...	C. Rousseau	1/4	12	12 " ...	60 00
Cedar Hall and Wallace Mill.....	L. Paquet	5	2	3 " (to Sept. 30-'05).	12 50
do do . ..	C. Therriault...	5	2	9 " from " ..	37 50
Chamard and Railway Station.....	D. Laforest. . .	1	12	12 " ...	109 08
Champigny and Railway Station...	I. N. Drolet	1	6	12 " ...	36 00
Champlain and Railway Station....	W. Lamothe....	1 1/2	12	12 " ...	59 00
do do	"	1 1/2	6	12 " ...	29 48
Charlesbourg and Railway Station.	F. X. Renaud ..	1	18	12 " ...	77 73
do do	F. Jobin..	250 ft.	18	12 " ...	50 00
Chaudière Basin and St. Romuald d'Etchemin.....	A. Samson.....	3	6	6 " (to Dec. 31-'05.)	37 50
Chaudière Basin and St. Romuald d'Etchemin.	A. Couture.. ...	3	6	6 " from " ..	50 50
Chaudière Curve and Railway Stn.	J. E. Routhier..	50 yds.	12	12 " ...	40 00
Chaudière Mills and Railway Stn..	G. Breakey....	3 1/2	6	12 " ...	100 16
Chaudière Station and Railway Stn.	C. F. Coleman..	300 yds.	12	12 " ...	60 00
Chaumont and St. Agapit.....	F. Rousseau	3	3	12 " ...	49 00
Chemin Taché, St. François Xavier de Viger and Viger.....	A. Desbiens	6 & 12	4 & 2	12 " ...	285 00
Chicoutimi and Chicoutimi Ouest..	E. Belley..	1 1/4	8	6 " (to Dec. 31-'05, and arrears)...	24 03
do do	"	1 1/4	12	6 " from " ..	50 00
Chicoutimi and Grande Baie....	U. Gobeil	13	6	12 " ...	438 20
Chicoutimi and Laterrière.... ..	L. Maltais.....	9 1/2	6	12 " ...	279 00
Chicoutimi and Railway Station...	T. Desbiens. ..	1/8	13	12 " ...	191 10
Chicoutimi and Rivière du Moulin.	T. Villeneuve...	1/8	As req	12 " ...	20 80
Chicoutimi and Street Letter Box..	P. Girard.....	1/8	6	6 " (to Dec. 31, '05).	23 70
Chicoutimi and Wharf	T. Desbiens. ..	1/8	As req	Part of seasons '05 & '06.	56 00
Chicoutimi and Tremblay	F. Simard.	2 1/2	13	9 months (to Mar. 31, '06)	173 43
do do	L. Boucher. ...	2 1/2	13	3 " from " ..	62 25
Chlorydormes and Fox River . ..	J. B. Pelletier..	26	2	12 " ...	400 00
Chlorydormes and Petite Madeleine	A. Gagnon	25	2	12 " ...	440 00
Chrysolite and Coleraine Station...	J. Philippon....	5	6	1 " (from June 1, '06)	8 33
Chute Peribonca and Taillon	L. Neron.....	7	2	12 " ...	100 00
Clair and Railway Station.	J. Long	610 ft.	12	12 " ...	58 00
Clapham and Hill Crest.....	R. Kerr.....	3 1/2	2	12 " ...	35 00
Clapham and Inverness..	A. J. Porter....	13 1/2	3	12 " ...	316 00
Clapham and Jamieson.....	R. J. Forbes....	2	3	12 " ...	48 00
Colbert and St. Raymond	C. Paré	3	2	12 " ...	52 00
Coleraine Station and Railway Station.....	J. Roberge	67 yds.	12	12 " ...	40 00
Coleraine Station and Wolfstown..	A. Rouleau.....	9	6	12 " ...	270 00
Connor and Railway Station.	H. Dionne.....	1/8	12	10 " (to Apr. 30, '06).	25 83
do do	P. Boucher....	1/8	12	2 " from " ..	5 16
Coocoocache and La Tuque.....	J. Mercier	48	1	12 "	132 00
Copperfield and West Broughton ..	P. Landry. ...	2 1/2	3	12 " ...	49 00
Corris and Railway Station.....	J. U. Mercier..	100 ft.	12	12 " ...	25 00
Côte's Mills and St. Fortunat. ..	L. Lemay	2 1/2	3	12 " ...	49 00
Craig's Road Station and Railway Station.....	N. Fournier ...	10 yds.	12	12 " ...	24 00
Crockett and Railway Station	P. Bérubè	50 yds.	6	12 " ...	25 00
Cross Point and Restigouche.	W. Murray....	2	6	11 " & 9 days (to June 9, '06)	118 10
Culdaff and St. Joseph Beauce.....	A. O'Brien	14	6	12 " ...	440 00
Cumberland Mills and River Gilbert	T. J. Taylor....	8	1	12 " ...	55 00
Danville and Pinnacle..... ...	M. Beauchesne..	7	3	12 " ...	60 00
Danville and Railway Station	E. J. Connolly.	1/3	24	12 " ...	55 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Danville and Ste. Camille	E. J. Connolly	17	6	12 months	380 00
D'Artagnan and St. Henri de Lévis.	V. Bolduc.	1	6	12 "	60 00
Davelnyville and Railway Station.	A. Davelny	½	6	12 "	100 00
do do	do	½	6	12 "	50 00
Delagrave and St. Pierre Railway Station	P. Letourneau	¼	12	12 "	30 00
Delisle and St. Joseph d'Alma	J. Côté	12⅛	6	9 " (to Mar. 31, '06).	190 47
do do	E. Renaud	12⅛	6	3 " from "	54 75
Delisle and Taillon	F. Larouche	12	3	12 "	135 00
Demeules and St. Félicien	A. Naud	2	6	12 "	60 00
Denisons Mills and Richmond	T. Hodge	8	3	3 " (to Sept. 30, '05).	38 75
do do	N. Ward	8	3	9 " from "	111 00
Dequen and Railway Station	A. Bilodeau	1	12	12 "	99 00
Deschaillons and Frontenac	M. L. Fortier	9½	6	12 "	165 00
Deschaillons and Gentilly	D. Delisle	16	6	12 "	350 00
Deschaillons and Lotbinière	J. Gailloux	10	6	12 "	315 00
Deschambault and Railway Station	A. Perrault	2½	18	12 "	50 00
D'Israeli and Railway Station	J. D. Adam	120 yds.	12	12 "	48 00
D'Israeli and St. Fortunat	L. Lemay	13	6	12 "	280 00
Douglasburg and Douglas West	C. Rooney.	2½	2	12 "	28 00
East Broughton and Railway Stn.	J. Vallée	1½	12	12 "	90 00
East Magdala and Ste. Anastasie	A. Moisan	4	1	9 " (to Mar. 31, '06).	26 25
do do	L. Jeffrey	5¼	1	3 " from "	16 00
Edmundston and Railway Station.	P. Hebert	¾	12	12 "	80 00
Elgin Road and Railway Station.	S. Duval	1	3	12 "	35 00
Erle and St. Adolphe de Dudswell.	J. Ouellet	4	3	5 " (from Feb. 1, '06)	64 58
Escuminac and Fleurant	D. Campbell	8	1	12 "	36 00
Escuminac Flats and Railway Stn.	S. Pike, sr	¾	2	12 "	37 00
Esquimaux Point and Moisic	J. Cormier	121	6w.9s.	Season 1905-06	650 00
Esquimaux Point and Natashqnan	G. Turbes	100	6	"	160 00
Father Point and Railway Station.	M. Beaudet	2	12	12 months	149 00
Fauvel and Railway Station.	G. Marsh	1	6	12 "	50 00
Fir Grove and St. Odilon	A. Ferland	5	6	12 "	100 00
Forestdale and Railway Station.	J. W. Beaudet	150 ft.	12	11 " (to May 31, '06).	18 33
Fox River and Grande Grève	A. Samuel	20	3	12 "	350 00
Frampton and Mount Robson	F. Henice	6	2	12 "	60 00
Frampton and Ste. Henedine	J. Audet	13	6	12 "	250 00
Frampton and Springbrook	W. Miller	4	3	12 "	59 00
French Village and Richmond	F. X. Decoteau.	15	6	12 "	300 00
Gagné and Maria	A. LeBlanc	3	6	12 "	98 00
Garneau Junction and Garneau Railway Station	J. Tremblay	200 yds.	12	9 " (to Mar. 31, '06).	7 50
do do	J. Bordeleau	200 yds.	12	3 " from "	5 00
Garthby Station and Garthby West	A. Grenier	3	2	12 "	48 00
Garthby Station and Railway Station	T. Jacques	200 yds.	12	12 "	60 00
Garthby Station and Vezena Corner	A. Coulombe	8	1	12 "	50 00
Gaspé and Gaspé Bay South	J. H. Eden	4½	3	12 "	75 00
Gaspé and Grande Grève	C. Fortin	15	6	9 " (to March 31,'06)	356 25
do do	T. J. Miller	15	6	3 " from "	184 25
Gaspé and Percé	M. J. Furlong	36	6	12 " less fines	2,968 75
Gaspé and Rosebridge	J. Stanley	11	2 & 3	12 "	87 49
Gaspé and Sandy Beach Centre	X. Morin	2½	w'kly	26 trips	19 50
Gaspé Bay South and Sunny Bank.	G. F. Patterson.	3 & 7	3	12 months	56 66

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gentilly and Trois Rivières	J. L. Poisson	16	6	12 mos. (less fines)	371 00
Gingras and St. Antoine Lotbinière	L. Roger	3	3	12 "	40 00
Glen Lloyd and Glen Murray	H. Plummer	4	3	9 " (from Oct. 1,'05).	87 75
Gosford and St. Raymond	C. Moisan	3	2	12 "	40 00
Grande Baie and La Descente des Femmes	J. Girard	18	1	12 "	75 00
Grande Baie L'Anse St. Jean and Wharf	H. Gagnon	5 & 4	123w 4s	12 "	400 00
Grande Baie and L'Anse St. Jean	U. Simard				48 00
Grande Baie and Otis	P. Potvin	15	2	Part of seasons 1905	60 00
Grandes Piles and Lac la Pêche	W. H. Parker	10	6	6 months (to Dec. 31,'05)	100 00
Grandes Piles and La Tuque	P. Chandonnet	72	1	12 "	614 58
Grandes Piles and Railway Station	D. A. Crete	⅛	12	12 "	50 00
Grandes Piles and St. Jean des Piles	U. Nault	½	6	6 " (to Dec. 31, '05).	50 00
do do do	do	½	6	6 " from "	50 00
Grandes Piles and St. Joseph de Makinac	L. Hamel	20	fthly	9 " (to March 31,'06)	58 50
Grandes Piles, St. Joseph de Makinac and River Makinac	A. Gagnon	10 & 15	1	3 " from "	40 00
Grand Fond and Murray Bay	W. Dufour	8	1	12 "	26 00
Grand Mère and Grand Mère Village	Laurentides Pulp Co.	1	6	12 "	31 30
Grand Mère and Lac à la Tortue Railway Station	Laurentides Pulp Co.	2½	12	12 "	120 00
Grand Mère and Railway Station	Laurentides Pulp Co.	1	12	12 "	93 90
Grand Métis, Métis Point and Campbell House	A. Dufour	6	6	Part of seasons 1905 & '06	67 00
Grand Métis and Railway Station	F. Chamberland	3	12	12 months (extra trips)	212 20
Grand Rang and St. Abdon	O. Roy	4½	1	12 "	35 00
Green River and Rivière du Loup Station	L. Desrosiers	5½	6	12 "	149 00
Grenier and St. Elzear de Beauce	A. Grenier	4½	2	12 "	35 00
Grondines and Grodines Est	D. Courteau	3	6	12 "	30 00
Grodines and Portelance	A. Portelance	2½	2	12 "	25 00
Grondines and Railway Station	L. Perron	3½	18	12 "	295 00
Guay and Levis	J. Verreault	½	13 & 19	12 "	75 00
Hadlow Cove and Railway Station	L. Samson	200 yds.	18	12 "	80 00
Hadlow Cove and St. David de Levis	N. Begin	1	12	12 "	80 00
Hamilton Cove and Les Escoumains	P. Bouchard	27½	3	12 "	356 00
Hauteur and St. Gabriel de Rimouski	J. B. Dubé	6	2	12 "	44 00
Hebert and Main Post Road	A. Hebert	2	3	12 "	50 00
Hebertville and Lac Sec	M. Tremblay	7	3	9 " (to Mar. 31, 1906)	84 75
" "	L. Pilote	3	3	3 " from "	23 40
Hebertville and Railway Station	A. Tremblay	3½	as req.	12 " less fine	93 00
Henderson Vale and Millfield	F. Little	5	2	12 "	45 00
Heronville and Railway Station	N. Roberge	200 yds.	as req.	12 "	60 00
Hocquart and St. Clement	A. Ouellet	8	6	12 "	200 00
Houlfleur and St. Anselme	J. Beaudoin	6	3	6 " (to Dec. 31, 1905)	37 50
" "	J. Fournier	6	4	6 " from "	47 92
Indian Lorette and Ignace de Quebec	A. Gagné	3	3	6 " (to Dec. 31, 1905)	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Indian Lorette and Lake St. Charles	F. Auclair	3	3	6 mos. from Dec. 31, '05	50 00
Inverness and Kinnears Mills	C. Mitchell	12½	3	3 " (to Sept. 30,1905)	47 50
Inverness and Ste. Julie Railway Station	P. Lapointe	11	7	12 "	200 00
Inverness and Woodside	G. Henderson	13¾	3	12 "	160 00
Isle aux Coudres and La Baleine	V. Perron	4	3	12 "	45 00
Ile aux Coudres and Pointe des Roches	E. Dufour	5	3	12 "	55 00
Iles aux Grues and Montmagny	J. Lebel	6	3	12 "	299 00
Isle Verte and Notre Dame de l'Isle Verte	G. Marquis	6	2	12 "	150 00
Isle Verte and Railway Station	G. Ouellet	1	24	12 "	170 00
Isle Verte and St. Paul de la Croix	C. Mignault	10	4	12 "	130 00
Ivry and Notre Dame du Lac	J. B. Leclerc	1½	12	12 "	72 00
Jette and Railway Station	M. Beauchemin	6½	6	12 "	130 00
Jonquières and Railway Station	E. Gagnon	¼	12s 6w	12 "	92 75
Jonquières and St. Cyriac	N. Potvin	10	2	12 "	104 00
Julien and Mail Catching Post	F. Julien	6	2½	12 "	40 00
Kamouraska and Railway Station	G. Langlais	5	12	12 "	325 00
Kempt Station and Mail Catching Post	H. Therriault	250 yds.	6	12 "	25 00
Kenogami and Railway Station	W. Larouche	20 yds.	6	12 "	10 00
King's Corner and Kinnears Mills	B. G. King	4	2	4 " (from 1 Mar. '06)	23 33
Kingsey Falls and Lorne	G. Boutin	4	12	12 "	174 48
Kingsey Falls and Robson	O. F. Blake	9	2	12 "	80 00
Kinnears Mills and Robertson St'n.	R. H. Scott	11	6	12 "	390 00
Kiskissink and Railway Station	N. Simoneau	¼	as req.	12 "	50 00
La Barre and Railway Station	T. Lavoie	300yds.	12	12 "	25 00
Lac à la Tortue and Proulxville	J. R. Lafontaine	10	6	9 " (to Mch. 31. '06)	99 75
do do	L. Massicotte	10	6	9 " from "	37 50
Lac à la Tortue and Railway Station	A. Brunelle	⅞	12	12 "	50 00
Lac à Laurent and L'Anse au Foin	A. Larouche	9	1	12 "	52 00
Lac au Sable and Lac au Sable St'n	J. Frenette	⅝	12	12 "	50 00
Lac au Sableand Railway Station	J. B. Darveau	100 feet.	12	3 " (to Sept. 30, '05)	7 50
do do	F. X. Lavoie	500 feet.	...	9 " from "	30 00
Lac au Saumon and Railway Station	L, St. Laurent	40 yds.	6	12 "	18 00
Lac Bouchette and Railway Station	J. Potvin	1	12	12 "	80 00
Lac Clair and Tremblay	J. Boulianne	18	1	12 "	55 00
Lac des Commissaires and Railway Station	P. J. Marsan	4½	1	6 " (to Dec. 31, '05.)	17 50
do do	L. Montreuil	4½	1	6 " from "	17 50
Lachevrotière and Lotbinière	A. Arcand	5½	6	12 "	425 00
Lachevrotière and Railway Station,	J. Sauvageau	¼	12	12 "	95 00
Lac St. Joseph and Railway Station	L. Piché	100yds.	12	12 "	35 00
La Decharge and Tremblay	G. Nepton	21	2	12 "	195 44
Lagacé and Matapedia	P. Lagacé	4	3	12 "	75 00
Lagacé andSt. André de Restigouche	L. LeBlanc	4	3	12 "	112 48
Lake Aylmer add Lake Weedon	F. Gauthier	12	6	9 " (to Mch. 31, '06)	150 00
do do	A. Prateau	12	6	3 " from "	49 25
Lake Beauport and Quebec	E. Brown	13	2	12 "	176 88
Lake Edward and Railway Station	A. Turner	⅕	12	12 "	93 75
Lake Etchemin and Langevin	A. Brochu	10	6	12 "	192 00
Lake Etchimen and Standon	O. Simard	10	6	12 "	300 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lake St. Charles and St. Ignace de Quebec	F. Auclair	3	3	6 mos. to Dec. 31, '05	30 00
Lake View House and Lake St. Joseph Hotel	C. White	2⅔ & 3	12	Part of Seasons, 1905-06	30 00
Lake Weedon and Railway Station	R. Fortin	60 yds.	12	12 months	40 00
Lamartine, St. Cyrille de L'Islet and Railway Station	C. Normand	2¼ & 5½	6	12 "	282 64
Lambton and Railway Station	L. Langlois	7⅛	12	12 "	200 00
L'Anse à Giles and Railway Station	O. Langelier	2	6	12 "	56 00
L'Anse au Foin and Rivière du Moulin	E. Tremblay	2	6	12 "	160 00
L'Anse St. Jean and Petit Saguenay	T. Bouchard	12	1 & 2	12 "	100 00
La Renaudière and St. Pierre Montmagny	P. Lee	2½	6	4 " (from Mch. 1,'06)	16 66
Larochelle and St. Norbert d'Arthabaska	T. Boulanger	4	3	11 "	90 00
La Tuque Junction and Railway Station	J. Paquet	100 ft.	12	12 "	20 00
Laurierville and Railway Station	P. Lapointe	1½	6	8 " 17 days (to June 17, '06	55 50
Lauzon and Levis	C. Carrier	2	12	12 " do	145 20
Lauzon and St. Joseph de Levis and Street Letter Boxes	E. Ruel	1¼	12	12 " do	100 00
Laval and Quebec	W. Brown	17	2	6 " (to Dec. 31, '05)	62 50
Le Bras and St. Victor Railway Station	M. Bolduc	1	12	12 "	25 00
Leeds Village and Lemesurier	W. C. Ross	5	3	12 "	89 48
Leeds Village and Lyster Station	A. McKee	17	6	12 "	475 00
Leeds Village and Wilson's Mills	H. McCutcheon	2¾	6	12 "	100 00
Lemieux and Railway Station	J. W. Beandet	150 ft.	12	1 " (from June 1, '06)	1 67
Les Eboulements and Quai des Eboulements	E. Tremblay	3	6	Part of seasons 1905 & '06	110 00
Les Eboulements and St. Hilarion	O. Tremblay	8	6	12 months	224 00
Les Eboulements and Wharf	E. Tremblay	5	as req.	Part of seasons 1905 & '06	172 70
Les Escoumains and Tadousac	F. Brisson	27	4	12 months	500 00
Lessard and St. Elzear de Beauce	F. Blais	½	6	12 "	22 00
Levis Branch Post Office and Street Letter Boxes	X. Guay	6-1-5½	13-19-18	12 "	300 00
Levis and Railway Station	A. Ouellet	¼	12	12 "	144 00
do do	G. Chamberland	½	as req.	12 "	150 00
Levis and Rimouski	J. H. Dorion			Part of seasons 1905 & '06	500 00
Levis and St. Romuald d'Etchemin	A. Ouellet			Special trip	1 00
Lime Ridge and Marbleton	J. Cloutier	1	6	7 months (to June 31, '06)	92 00
Lime Ridge and St. Adolphe de Dudswell	J. Ouellet	1	6	5 " (from Feb. 1, '06)	25 00
Limoilou and Railway Station	H. Talbot	1250 yds	24	12 months	120 00
Linière, Metgermette and St. Zacharie	J. Boily	9½ & 4	6-3	12 "	298 48
Linière and Railway Station	J. Boily	18½	1	12 "	500 00
Linière and United States Boundary Line	G. Rheaume	21½	6 & 3	12 "	315 00
L'Islet and Railway Station	A. Leclerc	2½	18	12 "	180 50
L'Islet Station and Railway Stn.	C. Gagnon	¼	6	12 "	31 30
Little Metis and Railway Station	D. Tuggy	6	13	Part of seasons 1905 & '06	109 50
Little River East and St. Isidore de Gaspé	S. Lancup	5	1	12 months	50 00
do do	A. Marquis	5	1	12 "	50 00
Lorette and Railway Station	J. B. Linteau	⅝	18	12 "	100 00
Lorne and Railway Station	C. E. Pope	200 yds.	12	12 "	68 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lotbinière and Paradis	A. Belanger	2¾	6	8 months (to Feb. 28, '06)	41 66
Lotbinière and Rivière Bois Clair	P. Belanger	6	6	6 " (to Dec. 31, '05)	99 00
do do	do	8	6	6 " from "	121 00
Lotbinière and Ste. Croix	M. Laliberté	14	6	12 "	375 00
Lourdes and Plessisville	J. A. Breton	9¾	6	9 " (to March 31,'06)	122 70
do	T. Bouchard	9½	6	3 " from "	38 50
Lourdes du Blanc Sablon and Natashquan	J. Hebert	3 & 4	4	Season 1905-'06.	400 00
Lourdes du Blanc Sablon and Sablon	J. V. Le Gresley	3	1	12 "	12 48
Lower Ireland and Thetford Mines	J. Bullard	12½	2	12 "	99 84
Manseau and Railway Station	I. H. Laferté	500 ft.	12	12 "	20 00
Marcil and St. Godfroi	A. Grenier	5½	3	9 " (to March 31, '06)	56 25
do do	L. Huard	5½	3	3 " from "	14 25
Matane and Railway Station	Z. Pelletier	32	6	9 " (to March 31,'06)	441 75
do do	T. Gagne	32	6	3 " from "	162 50
Matane and Ste. Anne des Monts	J. Bonneau	57	3	9 " (to March 31,'06)	583 50
do do	A. Perreault	57	3	3 " from "	224 50
Matane and Ste. Felicité	B. Premont	9	3	2 " (to Aug. 31, 05)	14 16
do do	L. Turcotte	9	3	10 " from "	70 84
Matane and St. Luc de Matane	F. Imbeau	7	3	12 "	78 00
Matapedia and Railway Station	E. Doiron	200 yds.	12	12 "	120 00
Matapedia and Runnymede	J. Lawlor	12	1	12 "	83 20
Mercier and Notre Dame du Rosaire	P. Morin	6	6	12 "	158 00
Métabéchouan and Railway Station	E. Singelais	¼	12	12 "	107 82
Métabéchouan and St. Hilaire du Lac St. Jean	A. Michaud	13½	2	12 "	120 00
Methots Mills and Ste. Agathe de Lotbinière	A. Payeur	8	6	12 "	178 00
Miguasha and St. Jean l'Evangeliste	A. Labellois	5	1	12 "	60 00
Miguasha West and St. Jean l'Evangeliste	M. Norton	4	1	12 "	30 00
Miguick and Miguick Railway Stn.	J. Boiselle	10 yds.	6	12 "	15 00
Millstream and Railway Station	J. F. McDonald	30 ft.	6	12 "	30 00
Mistassini and Normandin	D. Savard	20	3	12 "	275 00
Mistassini and Peribonca	J. Girard	20	2	12 "	160 00
Moisic and Pointe des Monts	L. Pelletier	130	9	Season 1905-'06	750 00
Montagné Ronde and Tring Junction	E. Lagueux	5	2	4 " (from Mch. 1,'06)	13 33
Montauban and Railway Station	P. Fortin	1	12	4 " (to Oct. 31, '05)	16 33
do do	J. Rousselle	1	12	8 " from "	32 66
Mont Carmel and Railway Station	A. Langelier	3	12	12 "	136 00
Montmagny and Railway Station	A. Gamache	1	12	12 "	72 00
do do	W. Gamache	1	12	12 "	70 00
Montmagny and Rocher de la Chapelle	J. C. Le Brien	3	3	12 "	50 00
Morigeau and St. François de Montmagny Railway Station	O. Tremblay	2	12	12 "	80 00
Moulin Desbiens and Railway Station	M. Boivin	200 yds.	6	12 "	31 28
Moulin Dubois and Main Post Road	F. Simoneau	1	6	12 "	25 00
Moulin Fontaine and Weedon Station	J. R. Fontaine	5	3	8 " (to Feb. 28, '06)	56 67
Moulin Fontaine and Weedon Station	Fr. Gagnon	5	3	4 " from "	28 33
Moulin Migneault and Railway Station	O. Mignault	75 yds.	6	12 "	25 00
Moulin Tétu and St. Agapit	J. Gosselin	3	6	12 "	98 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mount Murray and Murray Bay...	O. Duchêne.....	5	14	Part of seasons 1905 & '06	98 20
Mulock and Mail Catching Post...	E. LeRoy.....	60 ft.	6	12 months	15 00
Murray Bay and St. Agnes de Charlevoix	J. Gaudreault. .	9	6	12 "	234 00
Murray Bay and St. Simeon.	F. Tremblay....	20	6	12 "	369 00
Murray Bay and Wharf.....	L. Trudel.	3	as req.	Part of seasons 1905 & '06	453 60
New Armagh and St. Sylvester West.....	N. McKee .. .	4	3	9 mos. (to Mar. 31, '06).	48 75
New Armagh and St. Sylvester West...	J. Machell, jr...	4	3	3 " from "	13 60
Newbois and Scott Junction.....	P. Delage.	11½	6	12 "	300 00
New Liverpool and St. Romuald d'Etchemin	G. Cadorette....	2	6	12 "	135 00
Newport Point and Paspebiac.....	G. Almond.....	34	6	3 " (to Sept. 30, '05)	870 00
do do	A. Grenier.....	34	6	9 " from " (less fines)....	1,489 75
Newport Point and Percé.....	A. Langlois....	34	6	12 months, (less fines)...	1,979 75
New Richmond and New Richmond Centre.	W. McColne.. .	3½	2	12 "	75 00
Nicolet and Railway Station.....	P. Houle.....	⅓	12	12 "	73 00
Nicolet and St. Gregoire	J. Page..... ..	8	12	12 "	96
Normandin and St. Felicien.....	T. Larouche... .	21	6	12 "	494 00
North Ham and Vezina Corner ...	L. Juneau.....	8	1	12 "	74 00
North Wolfstown and Wolfstown..	D. Larkin....	3	3	12 "	55 00
Notre Dame de Rimouski and Railway Station.....	A. Parent	½	12	12 "	75 00
Notre Dame du Lac and Railway Station.....	E. Cloutier.....	1½	12	12 "	172 00
Notre Dame du Lac and St. Eusébe de Cabano	J. St. Pierre....	8	2	5 " (to Nov. 30, '05).	43 32
Notre Dame du Lac and St. Eusébe de Cabano..	do	8	3	7 " from "	60 00
Notre Dame du Portage and Railway Station.	E. Michaud.....	7	6	12 " (extra trips).....	193 25
Notre Dame du Portage and St. Patrick...	O. Pelletier.....	3	7	Part of seasons 1905 & '06	33 20
O'Farrell and St. Malachie.....	P. O'Farrell ...	5	3	12 months	75 00
Old Lake Road and Railway Station.....	A. Belanger.....	¼	6	12 "	60 00
Ouiatchouan and Railway Station.	P. Desbiens....	¾	6	12 "	62 60
Panet and St. Magloire.....	J. Bilodeau.....	9	1	4 " (to Oct. 31, '05).	15 00
do do	do	9	3	8 " from "	83 33
Pearl Lake and Railway Station...	J. Laflamme...	100 yds.	6	5 " (to Nov. 30, '05).	6 25
Pelletier's Mills and Railway Stn..	J. H. Pelletier..	4	6	12 "	170 00
Penticost River and Pointe aux Anglais.	N. Dugas..	7	as req.	Part of season 1905 & 1906	58 55
Perthius and Railway Station.....	C. J. Godin....	500 yds.	12	12 months.....	50 00
Petite Madeleine and Ste. Anne des Monts	A. Servant	56	2	12 "	775 00
Petit Saguenay and St. Stanislas de Chicoutimi.....	J. de Gagné	6	1	12 "	52 00
Petit Village and St. Ephrem de Tring.....	W. Pomerleau..	2¼	3	12 "	70 00
Pintendre and St. Henri Station...	J. Carrier.	2	6	12 "	92 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Plessisville, Letter Box and Railway Station	J. Fourigny	1 & ½	12 & 6	9 mos. (to Mar. 31, '06).	75 00
do do	F. Boulé	1 & ½	12 & 6	3 " from "	25 00
Plessisville and St. Ferdinand	T. Huard	15⅛	6	12 "	347 00
Plessisville and St. Pierre Baptiste.	C. Boulanger	15⅛	6	12 "	317 70
Point à la Garde and Railway Stn.	Mrs. J. G. Fair.	⅓	6	9 " (to Mar. 31, '06).	39 00
Pointe aux Orignaux and Quai St. Denis	L. Beaulieu	4	6	Part of season 1905	9 04
Pointe aux Orignaux and Rivière Ouelle	A. Michaud	5	12 & 6	12 months	95 00
Pointe aux Trembles and Point aux Trembles Ouest	A. Morissette	3	3	12 "	40 00
Pointe aux Trembles and Belair Railway Station	H. Beland	10½	6	12 "	200 00
Point Bleue and Roberval	W. Connolly	5	3	12 "	115 00
Pont de la Noreau and Portneuf Station	E. Marcotte	2	3	9 " and 19 days (to April 19, '06).	35 97
do do	A. Gauthier	2	3	2 " and 11 days (from April 19, '06).	12 03
Pont Rouge and Railway Station	E. Godin.	¾	as req.	12 "	138 00
Portneuf and Railway Station	S. Brière	1	12	12 "	74 00
do do	do	1	6	12 "	37 00
Precieux Sang and Beausejour Railway Station	O. Prince	3½	6	12 "	80 00
Price and St. Octave Station	H. Deschene	3	12	12 "	178 00
Providence and St. Victor de Tring	R. Plante.	4½	3	12 "	55 12
Quai de Rimouski and Rimouski	P. Fournier	2	6	12 "	95 00
Quebec Branch Post Offices and Street Letter Boxes	E. Savard	363	31	12 "	1,646 00
Quebec Immigration Letter Box	J. Dery	¾	as req.	Part of seasons '05 & '06.	32 86
Quebec Letter Carriers' Service	Quebec Ry. Light & Power Co	11¼	as req.	12 months	750 00
Quebec, Mingan and Island of Anticosti	Holliday Bros	410	3times mthly	Part of season 1906	400 00
Quebec Railway Stations and Wharves	A. Gagné	97	as req.	12 months	2,599 00
Quebec and Ste. Foye	J. Drolet	5	6	3 " (to Sept. 30, '05).	31 25
do do	J. Trudel	5	6	9 " from "	93 75
Quebec, St. Jean d'Orleans and St. François d'Orleans	E. Chabot	2⅞	6-3	12 "	900 00
Quebec and Sillery	M. J. Aubin	6	12	12 "	250 00
Quebec and Stoneham	W. Craig	17	2	12 "	140 00
Radnor Forges and Railway Stn.	J. J. Drummond	½	24	12 "	60 00
Rang Mathias and Railway Stn.	G. Harvey	200 ft.	12	12 months	10 00
Rang St. Achille and St. Ubalde	A. Germain	5	3	12 "	55 00
Ravignon and Ste Rose de Wattord	T. Bédard	8½	1	12 "	40 00
Reid's Station and Railway Station	W. Bellemare	200 ft.	12	12 "	20 00
Richmond and Railway Station	S. Cross.	¼	6	6 " and 22 dys. (from July 10, '05).	58 53
Rimouski and Railway Station	P. Fournier	½	as req.	12 "	190 00
Rimouski and Ste. Blandine	C. Martin	9	4	12 "	148 00
River Gilbert and St. Benjamin	C. Perras.	11½	6	12 "	250 00
Rivière à l'Ours and R'y. Crossing	L. P. Godin	4	2	12 "	120 00
Rivière à Pierre and Railway Stn.	J. Perron	½	18 & 20	12 "	128 82
Rivière au Doré and St. Félicien	A. Fraser	12	2	12 "	150 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rivière aux Pins and St. Gabriel Railway Station	M. Hayes	9	2	12 months	124 60
Rivière Blanche, Portneuf and St. Alban	J. Perron	4	3	12 "	60 00
Rivière du Loup (en bas) Letter Box and Railway Station	M. L. G. Marchand	½	as req.	12 "	800 00
Rivière du Loup (en bas) and Railway Station	F. Meunier	½	12	12 "	125 00
Rivière du Loup (en bas) and Wharf	M. L. T. Piuze	3	as req.	Part of seasons 1905, 1906	143 90
Rivière Makinac and St. Joseph de Makinac	L. Hamel	8	fthly.	9 mos. (to Mar. 31, '06)	30 00
Rivière Noire and Railway Station	F. Boisvert	17½ yds.	12	12 "	30 00
Rivière Ouelle and Railway Station	S. LeBrun	5	12	12 "	300 00
Rivière Ouelle Wharf and Ry. Stn.	D. Guy	½	12	1 " (from June 1, '06)	83
Rivière Ste. Marguerite and Tadoussac	P. Hervieux	21	3	12 "	200 00
Rivière Sauvage and Mail Catching Post	J. Cormier	⅛	6	12 "	15 00
Rivière Trois Pistoles and Ry. Stn.	C. Morency	¼	12	12 "	29 00
Robertson Station and Railway Stn	A. Talbot	50 yds.	12	12 "	40 00
Robertson Station and Sacré Cœur de Marie	J. Bilodeau	3	6	12 "	110 00
Roberval and Railway Station	J. Bolduc	½	as req.	12 "	200 00
Roberval and Roberval Ouest	F. Chiasson	7	2	12 "	80 00
Roberval and St. Felicien	A. Coté	19	6	12 "	450 00
Roberval Hotel and Railway Stn	H. G. Beemer	200 yds.	as req.	Part of season 1905	6 67
do do	H. B. Locke	200 yds.	as req.	Part of season 1906	1 75
Rousseau's Mills and Rousseau's Mills Railway Station	E. Valleé	30 yds.	3 & 6	12 months	10 00
St. Adolphe de Champlain and Ste. Thécle Station	N. Trepanier	8	6	12 "	240 00
St. Adolphe de Dudswell Railway Station, Marbleton and South Ham.	J. Frelson	14½	12 & 6	7 " (to Jan. 31, '06)	552 00
St. Adolphe dc Dudswell and Marbleton Railway Station	J. Onellette	3½	12	5 " from "	52 07
St. Adrien and Station	N. Dubois	13½	4	12 "	287 32
St. Agapit and Railway Station	G. Olivier	¾	12	12 "	48 00
St. Agapit and St. Sylvester East	M. Vaillancourt.	20	6	12 "	490 00
St. Agapit Stn. and Railway Stn	G. Olivier	600 ft.	6	12 "	30 00
Ste. Agathe de Lotbinière and Ste. Agathe East	F. Donovan	4½	3	3 " (to Sept. 30, '05)	18 75
Ste. Agathe de Lotbinière and Ste. Agathe East	J. Boulanger	4½	3	9 " from "	56 25
St. Alban and Railway Station	T. Allard	7	12	12 "	300 00
St. Alexandre de Kamouraska and Railway Station	R. Ouellet	¼	18	12 "	60 00
St. Alexandre de Kamouraska and St. Eleuthère.	M. Blier	24	2	12 "	240 00
St. Anaclet and Railway Station	A. Banville	1 9/14	12	12 "	110 00
St. André de Kamouraska and Railway Station	H Michaud	5	12	12 "	269 00
St. André Station and Railway Stn.	J. Albert	¾	6	1 " (from June 1, '06)	2 91
Ste. Angèle de Laval and Railway Station	J. Coulombe	¼	12	12 "	48 00
St. Angèle de Rimouski and St. Joseph de Lepage	A. Leveque	6¾	6	12 "	250 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Anne de la Pérade and Railway Station	H. Picard	½	12	3 mos. (to Sept. 30,'05).	13 50
St. Anne de la Pérade and Railway Station	do	½	18	9 " from "	40 50
St. Anne de la Pérade and St. Prosper	F. X. Cossette	7	6	12 "	150 00
Ste. Anne de la Pocatière and Railway Station	C. Ouellet	1	as req.	12 "	150 00
St. Apolline de Patton and St. Paul du Buton	J. Bernier	12	2	12 "	136 58
St. Anselme and St. Anselme Railway Station	L. V. Bernier	1	18	12 "	105 00
St. Antoine Lotbinière and Railway Station	P. R. Breton	8 7/10	6	12 "	218 00
St. Antonin Railway Station and Old Lake Road	N. Thibault	4½	6	12 "	123 24
St. Arsène and Railway Station	A. Dumont	500 yds.	12	9 " (to March 31,'06)	33 75
do do	T. Labrie	500 yds.	12	3 " from "	11 25
St. Arsène and Viger	A. Dumont	7	6	9 " (to March 31,'06)	111 75
" do	T. Labrie	7	6	3 " from "	37 25
St. Aubert and Railway Station	P. St. Pierre	1½	18	12 "	150 00
St. Aubert and St. Pamphile	E. Tremblay	31	3	12 "	300 00
St. Bazile, Portneuf and Railway Station	F. Paquet	2½	12	12 "	160 00
St. Bazile Station and Railway Stn.	C. Leclerc	250 yds.	6	12 "	18 00
St. Benoit Labre and Railway Stn.	G. Busque	6	6	12 "	145 00
Ste. Brigette des Saults and Railway Station	O. Lampron	4½	6	12 "	125 00
St. Bruno de Kamouraska and St. Pascal	O. Bonenfant	7	6	12 "	140 00
St. Bruno, Lac St. Jean and Railway Station	J. Tremblay	200 ft.	5	12 "	65 00
St. Camille and Sherbrooke	J. B. Sinotte	26	1	3 " (to Sept. 30, '05).	13 00
do do	J. Côté	26	1	9 " from "	43 50
St. Camille de Bellechasse and St. Magloire	F.P. Lamontagne	8	3	6 " (to Dec. 31, '05).	56 24
St. Camille de Bellechasse and St. Magloire	T. Morin	8	3	6 " from "	75 00
St. Casimir and Railway Station	A. Bourassa	4½	18	12 "	126 00
St. Casimir and St. Thuribe	A. Paquet	4½	6	9 " (to Mar. 31, '06).	75 00
do do	U. Gendron	4½	6	3 " from " "	30 00
St. Casimir and St. Ubalde	T. Traud	11	6	12 "	190 00
St. Catherine and Railway Station	J. Henchey	1	6	12 "	90 00
St. Catherine Station and Railway Station	do	20 yds	12	12 "	10 00
St. Celestin and Railway Station	E. Arseneau	1¼	6	11 "	60 00
St. Charles de Bellechase and Railway Station	J. Lapointe	1	6	12 "	38 25
Ste Claire and St. Anselme Station	N. Langlois	5	6	12 "	100 00
Ste Claire and St. Malachie	A. Turgeon	10	6	12 "	139 00
St. Claude and St. Cyr	F. Gagnon	5	4	12 "	130 64
St. Clement and St. Eloi	L. Roy	12	6	12 "	434 48
St. Clothilde and Victoriaville	J. Poisson	18	6	12 "	189 00
St. Croix and Laurier Ry. Station	O. Fraser	8½	6	9 " (to Mar. 31, '06).	164 25
do do	E. Fraser	8½	6	3 " from " "	54 75
St. Cyr and Railway Station	S. St. Pierre	300 yds	12	12 "	50 00
St. Cyrille de l'Islet and St. Marcel de L'Islet	E. Belanger	15	3	12 "	275 00
St. Damase de Rimouski and St. Moise Station	H. Levesque	7	6	9 " (to Mar. 31, '06).	131 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Damase de Rimouski and St. Moise Station	A. Paquet	7	6	3 mos. from Mar. 31, '06	40 00
St. Damien de Buckland and St. Lazare de Bellechasse	G. Larochelle	9	6	12 "	150 00
St. Denis de la Bouteillerie and St. Philippe Railway Station	J. Paradis	4½	18	12 "	217 48
St. Donat and St. Gabriel de Rimouski	S. Cloutier	9	6	12 "	250 00
St. Donat and Ste. Luce Station	A. Demers	6½	6	12 "	170 00
St. Elizabeth de Warwick and Warwick	P. L. Belanger	7	6	12 "	139 99
St. Eloi and Railway Station	J. Langelier	3	6	5 " (to Nov. 30, '05).	30 83
do do	J. Rioux	3	6	7 " from " "	43 16
St. Elzear de Beauce and St. Marie Beauce	L. Rouleau	3	6	12 "	140 00
St. Ephrem Tring and Railway Station	J. A. Hamel	3	12	12 "	23 96
St. Evariste de Forsyth and Railway Station	X. Blais	2	12	12 "	130 00
St. Evariste de Forsyth and St. Hilaire de Dorset	A. Begin	8½	1	12 "	45 00
St. Fabien and Railway Station	J. Coté	1	12	12 "	60 00
Ste Flavie, Ste Flavie Station and Railway Station	L. Levesque	3	6-24	12 "	261 70
St. Flavie Station and St. Joseph de Lepage	D. Gagné	1¼	6	12 "	50 00
St. Flavie and Laurier Ry. Station	F. Desrochers	2½	6	12 "	95 00
St. Florence and Beaurivage Railway Station	J. A. Thibault	50 yds	6	12 "	49 00
St. Flore Station and Ry. Station	M. Marcouillier	150 yds	12	12 "	20 00
St. François de Madawaska and Railway Station	N. St. Pierre		12	12 "	90 00
Ste. Françoise and Trois Pistoles	M. Bérubé	7 9/16	6	12 "	173 00
St. François de Montmagny and Railway Station	A. Jean	1½	18	12 "	120 00
St. François Xavier de Viger and Viger	J. Martin	6	4	9 " (to Mar. 31, '06).	66 75
do do	J. B. Chouinard	6	4	3 " from "	31 25
St. Fréderic and Tring Junction Railway Station	W. Baillargeon	3	6	12 "	175 00
St. Gabriel Station and Railway Station	J. C. O'Donnell	.....	.....	2 " and 26 days (to Sept. 26, '05).	23 92
do do	L. Toutant	.....	.....	9 " and 4 days (from Sept. 26, '05).	76 08
St. Gédéon and Railway Station	E. Simard	1	as req.	12 "	140 00
Ste. Genevieve de Batiscan and Railway Station	N. Paquette	4	12	12 "	95 00
St. Genevieve de Batiscan and St. Stanislas de Champlain	H. Rivard	8	6	4 " (to Oct. 1, '05)	61 25
do do	J. Dery	8	6	8 " from "	80 00
St. George East and St. Prosper de Dorchester	J. Rodrique	12½	6	12 "	299 00
St. Germain de Kamouraska, Dessaint Railway Station and Pointe Séche	J. Potvin	2¼	12 & 6	12 "	90 00
St. Gertrude and St. Joseph de Nicolet	G. Lavigne	2¼	3	12 "	38 00
St. Gervais and Railway Station	J. Catellier	5½	12	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount
					$ cts.
St. Gervais and St. Lazare de Bellechasse	A. Blouin	6	6	12 months	80 00
St. Gilbert and Deschambault Railway Station	H. Paquin	5	6	12 "	118 00
Ste. Hélène de Chester and St. Norbert d'Arthabaska	B. Poisson	9½	6	12 "	201 75
Ste. Hélène de Kamouraska and Railway Station	G. Caron	⅛	18	12 "	52 48
Ste. Hénédine and Railway Station	J. Corriveau	¼	as req.	12 "	55 00
St. Henri de Levis and Railway Station	F. H. Ferland	½	as req.	12 "	75 00
St. Henri de Levis and St. Lambert de Levis	J. A. Bourget	10	6	12 "	200 00
St. Henri Station and Railway Stn.	O. Vallières	¼	12	12 "	70 00
St. Irenée and St. Irenée les Bains and Wharf	G. Girard	1	12 as req.	Part of seasons 1905-06	46 93
St. Irenée les Bains and Wharf	"	¼	12	Part of season 1905	8 40
St. Isidore de Dorchester and Railway Station	H. Gnay	6	6	12 months	139 00
St. Jacques and Railway Station	J. A. Charest	2½	12	12 "	75 00
St. Jean Chrysostôme and St. Romuald d'Etchemin	J. Carrier	3	6	12 "	95 00
St. Jean de Dieu and Trois Pistoles	A. Morency	13	6	12 "	375 00
St. Jean Port Joli and Railway Station	J. Pelletier	1½	18	12 "	147 00
St. Joachim de Montmorency and St. Tite des Caps	F. Filion	7	6	12 "	300 00
St. Joseph d'Alma and Ry. Station	J. Tremblay	9	7	12 "	251 85
S. Joseph de Beauce and Ry. Statn	T. Nolet	½	as req.	12 "	135 00
St. Leandre and Tessierville	J. Berubé	8	2	12 "	98 25
St. Leonard d'Aston and Ry. Statn	J. Hébert	600 yds.	12	12 "	50 00
St. Leonard de Portneuf and Ry. Stn	L. Lesage	1½	7	12 "	70 00
St. Louis de Ha Ha Ry. Statn. and St. Louis Church	Temiscouta Ry. Co	¾ & ½	12 & 6	12 "	230 00
Ste. Louise and Railway Station	A. Chrétien	1½	18	12 "	64 40
Ste. Luce and Railway Station	S. Tremblay	2	12	12 "	225 00
St. Ledger and St. Samuel Ry. Stn.	E. Beaudoin	17¾	6	12 "	375 00
St. Magloire and St. Philomon	J. Goulet	11	6	12 "	250 00
St. Malachie and St. Nazaire de Buckland	A. Pelchat	8	3	12 "	120 00
St. Malachie and Standon	J. Laflamme	13	6	12 "	344 00
Ste. Marie Beauce and Ry. Station	J. Gregoire	⅓	24	12 "	100 00
St. Marie de Blandford and Ry. Stn.	E. Boudreault	4	6	12 "	124 00
St. Mathieu and St. Simon Ry. Stn.	A. Thiberge	3	6	12 "	99 00
St. Maurice and Railway Station	F. Thibaudeau	1	12	12 "	75 00
St. Maxime and Scott Junction	F. Morin	1½	6	12 "	50 00
St. Michel de Bellechasse and Railway Station	J. Martineau	5	12	12 "	140 00
St. Modeste and St. Modeste Railway Station	M. Beaulieu	4½	6	12 "	135 00
St. Moise and Railway Station	C. St. Amand	2½	6	12 "	125 00
St. Moise Station and Ry. Station	J. Michaud	14 yds.	12	12 "	46 00
St. Monique de Nicolet and Railway Station	N. Provencher	2¾	12	12 "	195 00
St. Narcisse and Railway Station	F. Nobert	3½	12	12 "	71 25
St. Nerée and St. Raphael, Est	L. Fortier	6	6	6 " (to Dec. 31, '05)	74 00
do do	A. Roy	6	6	6 " from "	74 00
St. Nicolas and Railway Station	M. Carrier	4½	6	12 "	98 00
St. Nicolas and St. Nicolas, East	A. Plante	2½	3	12 "	50 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Norbert d'Arthabaska and Stanfold	E. Juneau	5	6	12 months	174 00
St. Onezime and Railway Station	M. S. Pelletier	5	6	12 "	140 00
St. Pacôme and Railway Station	J. Chamberland	1½	18	12 "	142 48
St. Pascal and Railway Station	N. Bernier	200 ft.	12	12 "	56 34
St. Patrick and Railway Station	J. LeBel	4	7	Part of seasons 1905 & '96	82 80
St. Paul du Beeton and St. Pierre Montmagny	F. Côté	17	6	12 months	450 00
St. Paul du Buton and St. Paul Est	A. Boulet	3	2	1 month (to July 31, '05)	4 16
St. Pierre les Becquets and Ste. Sophie de Lusard	T. J. Demers	18	6	12 months	220 00
St. Pierre Montmagny and Railway Station	E. Adam	1½	18	12 "	120 00
St. Raphael Est and St. Valier Stn.	A. Labrecque	7	12	12 "	100 00
St. Raymond and Railway Station	T. D. Beaupré	½	25	12 "	193 65
St. Remi de Tingwick and Warwick	E. Peloquin	13½	6	12 "	312 01
St. Roch de Quebec and Stadacona	F. Cliche	1½	6	12 "	75 00
St. Romuald d'Etchemin and Railway Station	J. B. Lambert	1	as req.	12 "	198 00
St. Rosaire and Railway Station	L. Beaudoin	5	6	12 "	145 00
St. Rose de Watford, S. Post Road and Lac au Vase	J. L. Lamontagne	6	6	12 "	130 00
St. Rose du Dégélé and Railway Station	A. Soucy	½	12	12 "	60 00
St. Samuel de Horton and Railway Station	D. Bergeron	7	6	12 "	248 00
St. Samuel Station and Railway Station	J. Rodrique	200 yds.	6	12 "	24 00
St. Sauveur de Quebec and Sans Bruit	L. Guignard	1	12	12 "	90 00
St. Sebastien de Beauce and Railway Station	S. Boutin	3	12	12 "	104 00
St. Sebastien Station and Railway Station	P. Marceau	150 yds.	12	12 "	20 00
St. Severin de Beaurivage and Tring Junction Station	F. Vachon	5½	6	9 " (to Mar. 31, '06).	135 00
do do	H. Lachance	5½	6	3 " from "	45 00
St. Siméon and Tadousac	F. Foster	25½	4–3	3 " (to Sept. 30, '05).	124 75
do do	D. Savard	25½	4–3	9 " from "	675 00
St. Simon de Rimouski and Railway Station	C. Gauvin	1	12	12 "	50 00
St. Sylvere and Davelneyville	W. Faucher	6&192 y.	6	12 "	150 00
St. Thécle and Railway Station	L. Grenier	1	12	12 months	80 00
St. Tite and Railway Station	F. X. Cossette	⅓	12	12 "	80 00
St. Valère de Bulstrode and Riviére Noire Railway Station	N. Dureault	4⅓	6	6 "	115 00
St. Valier and Railway Station	E. Chabot	3	12	12 "	100 00
St. Victor de Tring and Railway Station	R. Plante	1	12	12 "	50 00
St. Wenceslas and Aston Railway Station	T. Frechette	3	12	12 "	125 00
Sayabec and Railway Station	L. Joubert	1⅛	12	12 "	75 00
Scott Junction and Railway Station	G. Garon	⅛	18	12 "	105 00
South Dudswell and Westbury Railway Station	O. Lepitre	3½	6	12 "	100 00
South Ham and Weedon Railway Station	J. Camire	2⅓	12 & 6	5 " (from Feb. 1, '06)	101 25
South Quebec and Railway Station	P. Bernier	¼	36	12 "	160 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Stanfold and Railway Station	P. L'Heureux	250 yds.	12	6 mos. (to Dec. 31, 1905)	18 00
" "	N. Lacourse	250 yds.	12	6 " from "	18 00
Stoneham and Tewkesbury	G. Falardeau	7½	2	12 "	65 00
Sybil Cove and Steamer Landing	A. Lorrain	350 yds.	6	1 " (from June 1,'06)	0 08
Tadousac and Wharf	H. Marquis	1	as req.	Part of seasons 1905 & '06	107 55
Thetford Mines and Railway Stn.	V. Hébert	1	12	12 months	100 00
Thibaudeau and Railway Station	J. Derochers	5	6	12 "	124 00
Three Rivers and Valmont	O. Paquette	15	6	6 " (to 31 Oct. 1905)	98 12
" "	H. Sigman	15	6	6 " from "	216 66
Tring Junction and Railway Stn.	E. Lagueux	130 yds.	24	12 "	30 00
Trois Pistoles and Railway Station	C. Lavoie	¼	24	3 " (to Sept. 30, '05)	19 75
" "	T. Paradis	¼	24	9 " from "	90 00
Trois Sammons and Railway Station	F. Caron	2	6	12 "	80 00
Valcartier and Railway Station	J. McBain	6	6	12 "	185 00
Van Bruysals and Railway Station	F. Faure	100 ft.	12	7 " and 18 days from Nov. 13, 1905.	0 63
Village des Aulnaies and Railway Station	J. B. Sirois	5	18	12 "	234 00
Vincennes and Railway Station	L. Dessureault	4½	6	12 "	98 48
Walker's Cutting and Railway Stn.	E. C. Labrecque	188	12	12 "	32 00
Warwick and Railway Station	L. Triganne	200 yds.	6	12 "	18 00
Weedon Centre and Railway Stn.	L. Giguere	2	12	9 " (to Mar. 31,1906)	112 50
Whitworth and Railway Station	J. D'Amour	125 yds.	12	12 "	20 00
Transfer of Mails at Levis	A. Ouellet			12 "	540 00
Transfer of Mails at Richmond	P. Healy			12 "	285 00
Repairs to shelter for mail couriers on the Baie St. Paul mail route	C. Simard				92 10
Total					100,699 13

APPENDIX B—*Continued.*

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of trips per week.	Period.	Amount.
					$ cts.
Abbotsford and Pauline	J. P. Rocheleau.	3	3	12 months	68 00
Abbotsford and Railway Station	P. St. Pierre	½	12	12 "	72 00
Abenakis Springs and St. Francois du Lac Railway Station	B. Cartier	2½	18	3 " (to Sept. 30, '05)	75 00
Abenakis Springs and St. Francois du Lac Railway Station	R. G. Kimpton	2½	18	9 " from "	225 00
Abercorn and East Pinnacle	G. H. Armstrong	3½	3	9 " (to Mar. 31, '06)	39 00
do do	M. P. Galer	3½	3	3 " from "	23 50
Abercorn and Railway Station	M. L. Jeune				
Acton Vale and G.T. and C.P Railway Station	E. Haineault	¾	12	12 "	80 00
Acton Vale and St. Theodore	J. Bousquet	4	7	12 "	75 00
Adamsville and Railway Station	D. Lariveé	¾	12	12 "	134 16
Almntsic and Pont Viau	A. Primeau	⅖	12	12 "	89 00
Aird, Clarenceville and Miranda	M. J. Burwort	10	3	12 "	60 00
Allan's Corners and Railway Station	P. Barr	1	12	12 "	125 00
Alva and Sutton	H. G. Bates	3¼	3	12 "	80 00
Anderson's Corner and Dewittville	J. Boyd	4	3	12 "	78 00
Ange Gardien and Railway Station	R. Beaudry	⅙	12	12 "	100 00
Angeline and St. Alphonse de Grantham	E. E. Forgues	4	6	12 "	38 00
Arundel and Crystal Falls	J. Riddle	7	3	12 "	100 00
Arundel and Railway Station	W. Thomson	1½	6	12 "	105 00
Arundel and Rouge Valley	H. Beauchamp	5½	2	12 "	93 60
Arundel Station and Mail Car	E. L. Coté		10	" (to April 30, '06)	75 00
do do	E. Deschamps		2	" from "	50 00
Ascot Corner and Railway Station	E. L. Darche	½	12	12 "	10 00
Ascot Corner and Westbury	S. E. Lothrop	4	3	12 "	47 50
Athelston and Railway Station	M. Saunders	1⅛	6	12 "	48 00
Avoca and Point au Chien	A. McPhee	7	3	12 "	40 00
Ayer's Cliff and Kingscroft	D. Frappier	6	3	12 "	75 00
Ayer's Cliff and Railway Station	S. S. Worthen	⅛	18	3 " (to Sept. 30, '05)	100 00
do do	do	⅛	12	6 " (to Mar. 31, '06)	22 50
do do	A. E. Hurd	⅛	12	2 " (26 dys to June 26)	30 00
do do	do	⅛	18	4 days from June 26	14 34
					00 98
Baie d'Urfe and Railway Station	A. Vallée	¾	12	Part of season 1905-06	20 00
Baldwin's Mills and Corliss	W. K. Baldwin	3	6	12 months	97 50
Bas de Ste. Rose and Ste. Rose	F. Gascon	4	2	12 "	50 00
Bas du Sault and Sault au Recollet	A. Delorme	3	3	12 "	65 00
Bayonne and St. Elizabeth	F. X. Joly	3½	6	12 "	145 00
Beaconsfield and Railway Station	L. Legault	100 yds.	12	12 "	25 00
Beauharnois and Melocheville	D. Brunet	3 miles.	6		140 00
Beauharnois and Railway Station	D. Brunet	½	24	12 "	125 00
Beauharnois and St. Etienne	P. Tessier	5	6	12 "	179 00
Beaurepaire and Railway Station	J. Legault	1, 1½	12	Season 1905	50 00
Beaver and Railway Station	J. R. McCaig	3 acres.	6	3 mos. (to Sept. 30, '05)	7 50
do do	P. H. McIntosh	3 acres.	6	9 " from "	22 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bedford and Mystic	T. C. Reid	2½ m.	6	12 months	135 00
Beebe Plain and Railway Station	C. H. McClintock	⅕	12	12 "	75 00
Beith and Trout River Railway Station	M. Hamilton	7	6	12 "	303 00
Belisle's Mills and Railway Station	I. Deschamps	150 ft.	12	12 "	35 00
Belisle's Mills and Valmorin	A. Duperreault	3½ m.	2	Season 1905-06	52 00
Bellerive and Valleyfield	E. Rapin	18 acres.	6	12 months	49 00
Beloeil Station and Railway Station	A. D. Goulet	220 yds.	30	12 "	50 00
Beloeil Village and St. Hilaire St'n.	F. Leduc	1 mile.	12	12 "	163 33
Beranger and Dunham	S. Cook	4	2	12 "	60 00
Berthier and Berthier Junction	F. X. Piche	2½	1	12 "	13 00
Berthier and Railway Station	do	3 acres.	24, 18	12 "	122 80
Berthier and St. Ignace	P. Moreau	3½ m.	6	12 "	130 00
Berthier and Sorel	E. Valois	5	12 s. 7 w.	12 "	707 00
Berthier Junction and Fernetville	L. Brissette	1	6	12 "	75 00
Bethel and South Durham	J. Mallette	5	3	5 " (to Nov. 30, '05).	33 33
Bethany and Roxton Falls	W. Lancaster	5½	?	12 "	100 00
Birchton and Railway Station	R. Bridgette	1/10	12	12 "	75 00
Birchton and Sand Hill	R. E. Labaree	4	3	12 "	94 20
Bishop's Crossing and Brookbury	J. H. Leonard	7½	6	12 "	240 82
Bissonnette and Railway Station	E. Brouillette	1 acre.	12	12 "	12 00
Blue Bonnets and Railway Station	M. Doré	½ m.	12	12 "	105 00
Bois Blanc and Railway Station	J. F. Doucette	100 ft.	12	6 " (to Dec. 31, '05).	6 00
do do	E. P. Lafrenière	6 acres.	12	6 " from "	12 50
Bois de Filion and Rosemere	M. Chapleau	4 m.	2	12 "	40 00
Bolton Forest and Eastman	A. Dingman	2	3	12 "	50 00
Bolton Glen and Knowlton	M. H. Hunt	4	3	12 "	75 00
Bon Conseil à Carmel and Carmel Station	C. Boisvert	3½, ¾	6, 12	12 "	225 00
Bondville and Foster	W. D. Soles	4	6	12 "	187 48
Bord à Plouffe and Bord à Plouffe Ouest	O. Lavoie	2	6	12 "	50 00
Bordeaux and Railway Station	G. Picard	150 yds.	24	12 "	53 32
Bordeaux and Ste. Dorothée	R. Seers	7½ m.	6	12 "	325 00
Bordeaux and Sault au Recollet	D. Picard	2¾	12	12 "	200 00
Botraux and Ormstown	O. Bergevin	4½	2	12 "	42 00
Boucherville and Railway Station	A. Bemeur	133 yds.	18	12 "	72 00
Boulevard St. Paul and St. Paul	A. Daoust	¾ m.	6	12 "	40 00
Boulonge and St. Eugene	L. Carpentier	4½	6	12 "	100 00
Bournival and St. Barnabé	M. Grenier	3	3	12 "	75 00
Bout de l'Isle and Maisonneuve	Montreal Terminal Co.	11·6	12	12 "	500 00
Boynton and Brown's Hill	J. Waite	5	3	4 " from March 1-'06	25 00
Boynton and Fairfax	D. C. Waite	4½	3	12 "	74 00
Boynton and Railway Station	A. R. Hills	¼	12	12 "	60 00
Bown and Robinson	H. C. Brown	4½	3	12 "	101 40
Brigham and Farnham Centre	R. Clark	2	6	12 "	97 50
Brigham and Railway Station	J. Harrison	⅛	12	12 "	48 00
Britannia Mills and Railway Stn.	M. Guilbert	60 yds.	12	12 "	25 00
Britonville and Hazel Land	J. Pollock	2¼	2	12 "	20 00
Britonville and Morin Flats	J. Pollock	3½	3	12 "	48 00
Brodeur and St. Cesaire	J. Viens	4	3	12 "	90 00
Brome and Railway Station	O. Lachambre	½	12	12 "	109 55
Brome and Turkey Hill	G. Pettes	5	2	12 "	50 00
Brown Centre and West Brome	E. Devlin	5	6	12 "	180 00
Brompton and Bromptonville	H. Addison	4	3	12 "	80 00
Bromptonville and Côte St. Joseph	N. Boisvert	5	2	12 "	80 00
Brosseau Station and Railway Stn.	G. Dumontet	10 acres	12	12 "	45 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brownsburg and Mount Maple.....	J. Mason. .. .	3½ m.	2	12 months..	52 00
Bulwer and Railway Station. . ..	H. E. Duke ...	30 yds.	12	9 " (to Mar. 30-'06) .	27 00
do do	A. W. Wheeler.	30 yds.	12	3 " from "	12 50
Burrill's Siding and Railway Stn...	C. Burrill....	200 yds.	12	12 "	10 00
Cabane Ronde and Railway Station	E. Dubé..	10 acres	6	12 "	50 00
Cairnside and Bryson Railway Stn.	W. J. Cairns ..	2½	6	12 "	95 00
Calumet and Railway Station	E. C. Whinfield.	100 yds.	24	12 "	60 00
Canterbury and Scotstown.....	J. F. Groom....	5 m.	2	12 "	80 00
Capelton and Eustis....	M. Barrett	2¼	12	12 "	153 00
Capelton and Railway Station.....	E. Galvin.....	550 yds.	24	12 "	80 00
Cap St. Martin and Village Belanger	M. Despres.....	1 m.	12	12 "	25 00
Carillon and Lachute....	M. Campeau....	10½	6	12 "	300 00
Carillon and Monalea.....	J. Fitzgerald ...	2	2	12 "	36 00
Carillon and Pointe Fortune.....	O. Desjardins...	1	11, 6	12 "	198 00
Carillon and St. Andrews	M. Campeau....	2	5	12 "	75 00
Carlin's Corners and Pine Hill.....	T. Carlin. . .	3	1	12 "	39 00
Cartier and Emard..	C. Daoust ...	2	2	12 "	25 00
Cartier and Valleyfield.....	C. Daoust	5	2	12 "	52 00
Cascade Pointe and Vaudreuil Railway Station....	J. Demontigny .	5½	6	12 "	180 84
Caughnawaga and Adirondack Jct.	N. A. Giasson..	1½	6	12 "	70 00
Caxton and St. Barnabé	E. Lafrancois...	5½	2	12 "	75 00
Cazaville and May Bank	J. McGibbon...	2¼	6	12 "	60 00
Cazaville and White's Station.....	I. Bonneville ...	4½	6	12 "	124 96
Cedars and Railway Station.	J.O. Cuillierer..	3	12	12 "	148 00
Chambly and Railway Station	A. Barrette.....	¼	18	6 " (to Dec. 31, '05).	35 00
do do	A. Allard	¼	18	6 " from " ..	35 00
Chambly, Canton and Railway Stn.	P. Ulric.....	¼	18	12 "	120 00
Chantelle, Rawdon and St. Theodore	E. Rowan ..	3, 14	3, 6	12 "	399 00
Charlemagne and Lachenaie..	E. Beaupré....	4	6	11 " (from Aug. 1,'05)	110 00
Charlemagne and Railway Station.	O. Seguin	1	24	12 "	144 00
Charrington and East Clifton ..	H. E. Cairns ...	4½	2	12 "	57 20
Chartierville and La Patrie.... ...	E. Ferland.....	9	6	12 "	180 00
Chatboro and St. Philippe.	J. Donaldson...	2⅔	3	12 "	46 00
Chateauguay and Railway Station.	A. Desparois ...	1¼	18	12 "	170 00
Chatillon and St. Zephirin	H. Castonguay .	5½	3	6 " (to Dec. 31, '05).	42 00
Cherry River and Magog.....	J. Regnier.....	4	3	12 "	50 00
Christieville and Railway Station..	A. Hammond..	½	6	9 " (to March 31,'06)	22 50
do do ..	A. E. Newton..	½	6	3 " from " ..	7 50
Chute Ste. Ursule and Ste. Ursule.	G. Picotte... .	3½	3	12 "	60 00
Clairvaux de B. and Railway Stn..	U. Durocher....	5 acres.	12	12 "	31 00
Clarenceville and Railway Station.	M. J. Burwort..	½ m.	12	12 "	75 00
Clarenceville and Wolf Ridge ...	do ..	4½	3	12 "	75 00
Coaticook and Gosselin's Mills.....	I. Gosselin... .	12	6	12 "	315 00
Coaticook and Ladd's Mills.....	M. J. Ladd.....	2¾	3	12 "	50 00
Coaticook and North Coaticook....	J. S. Meade....	1½	12	12 "	85 00
Coaticook and Rivard's Corners....	J. B. Lizotte...	11	6	12 "	325 00
Coaticook and Railway Station...	J. Gahan.....	¼	12	9 " (to March 31,'06)	36 00
do do ...	C. G. Johnson..	¼	12	3 " from " ..	12 00
Coaticook and Rock Island.....	W. A. Channell.	20	6	12 "	450 00
Coffey's Corners and Carr's Crossing	M. W. Leehy...	.....	.. ..	Special service for month of December, '05.....	12 90
Coffey's Corner and Maplemore....	do ..	1½	6	12 months	45 00
Como and Oka	A. Ouellette...	1	6	Seasons 1905-'06.....	100 50
Como and Railway Station..... ...	F. N. Chipman.	1m	12	12 months	60 00
Compton and Martinville	C. M. Little.. .	6	6	12 "	180 00
Compton and Railway Station.....	R. L. Craig.....	1½	6	12 "	30 00
Contrecoeur and Railway Station...	M. St. Jean....	7 acres	18	12 "	120 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cookshire and Flanders	A. J. Harvey	4½m	3	12 months	65 00
Cookshire and Island Brook	A. Miller	10	6	12 "	174 00
Cookshire and Railway Station	S. J. Osgood	¼	30	12 "	100 00
Corbin and Cowans	J. Bouchard	2	2	12 "	30 00
Corbin and Frontier	J. C. Gordon	2	6	12 "	70 00
Cornwall and St. Regis	L. Thomas	6	2	12 "	75 00
Coteau du Lac and Railway Station	A. Dumesnsil	¾	24	12 "	186 00
Cote au Landing C. A. and G. T. Railway Station	E. Gauthier	2	25	12 "	195 00
Côte des Corbeil, St. Augustin, and Railway Station	E. Meilleur	6½ 1¼	6, 12	12 "	232 20
Côte des Neiges and Montreal	L. Lamoureux	4	6	12 "	185 00
Côte des Neiges West and St. Laurent	L. Lamourenx	2	6	12 "	105 00
Côte des Perron and Ste. Rose	J. A. Young	4	3	12 "	25 00
Côte Rouge and Côte St. Vincent	M. St. Jacques	5½	6	12 "	224 00
Côte St. Emanuel and Pont Chateau	O. Besner	2	3	12 "	35 00
Côte St. Louis and Villeray	D. Lanoix	3	6	12 "	108 00
Côte Ste. Therese and Railway Station	N. Lanctot	2 acres	12	12 "	40 00
Covey Hill and Vicars	M. V. Orr	2	6	12 "	62 60
Cowansville and Railway Station	R. Curley	¼	24	12 "	144 00
Cowansville and Sweetsburg	C. S. Boright	1½	6	12 "	75 00
Crabtree Mills and Railway Station	E. Crabtree and Sons	¼	12	1 " from June 1, '06.	3 33
Crossbury and Robinson	M. J. Ross	3	2	3 " (to Sept. 30, '05).	10 00
do do	M. J. Stokes	3	2	9 " from "	30 00
Dalesville and Lachute	C. Vary	6	6	12 "	168 00
Dalesville and Louisa	W. Watchorn	5	2	12 "	52 00
Dalesville and St. Michel de Wendover	N. Carriere	11	2	4 " (to Oct. 31, '05).	26 66
Dalesville and St. Michel de Wendover	W. Gagné	11	2	8 " from "	73 33
Dalhousie Station and Railway Station	I. Brodie	120 yds.	12	12 "	35 00
Dalling and Racine	P. M. Carlin	8½	3	12 "	165 00
Danby and St. Christine	J. C. Fagnan	4½	6	12 "	120 00
Danville and St. George de Wendover	L. Roy	11½	6	12 "	390 00
Davidson Hill and South Durham	J. Mallette	7¾	3	7 " from Dec. 1, '05.	72 33
Delorimier and Montreal	M. A. Campeau.	4	12	12 "	723 00
Dell and Scottstown	M. J. McDonald	5½	2	12 "	80 00
Derby Line, Rock Island and Railway Station	H. A. Channell.		24	12 "	75 00
Dewittville and Railway Station	J. Holiday	¾	12	12 "	100 00
Dieppe and St. Alexandre d'Iberville	N. Brault	5	2	12 "	65 00
Dixville and Railway Station	B R. Baldwin	½	12	12 "	60 00
Dorval and Railway Station	M. Descary	1¼	12		100 00
do do	do	1¼	6	Summer service	16 66
Douglasburg and Napierville	N. Paré	2	3	12 months	40 00
Dozois and Girard	S. Palin	4	3	11 " (from Aug. 1, '05)	63 25
Drummondville and Melbourne	A. Coté	24	6	12 "	448 00
Drummondville and Railway Station (C.P.)	J. F. Picotin	⅓	12	12 "	50 00
Drummondville and Railway Station (I.C.)	do	⅓	30	12 "	133 44
Drummondville and Bonaventure	P. H. Blanchette	12	6	12 "	325 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Drummondville and Wickham Falls	do ..	7	2	12 months.....	78 00
Duncan Station and Railway Station	P. Paul.....	2 acres.	6	12 "	20 00
Dundee and Railway Station.....	J. Tyo	¾	12	12 "	100 00
Dundee Centre and St. Agnes Railway Station	T. Rowley.....	5½	6	12 "	158 88
Dunham to Stanbridge Station and Upper Bedford	H. J. Minckler..	13, 3½	6	12 "	444 00
Dunham and Sweetsburg	C. S. Boright...	7½	6	12 "	300 00
Dunkin and Mansonville.....	R. G. Crowell ..	3	6	12 "	75 00
Eastman and Railway Station(O. M.)	A. E. Blunt ...	300yds.	24	6 " (to Dec. 31, '05)..	20 00
do do ..	C. H. Dingman.	300yds.	24	6 " from " ..	20 00
Eastman and St. Etienne de Bolton	P. Decelles.....	5	6	12 "	150 00
East Angus and Linda.... ..	D. B. Hall	1½	3	12 "	50 00
East Angus and Railway Station ..	J. Planche	350yds.	12	12 "	40 00
East Bolton, Bolton Centre and Channell	R. C. Gilman ..	5, 3¾	6, 3	12 "	300 00
East Clifton and Railway Station..	H. E. Cairns ...	2½	6	12 "	112 00
East Dunham and Sweetsburg Railway Station	T. Bryce	6¾	6	12 "	247 00
East Farnham and Railway Station	W. E. Hall.....	1	12	12 "	140 00
East Hereford and Railway Station	J. A. Laverdière	⅛	12	12 "	55 00
Eaton and Railway Station.....	H. H. Winslow.	¾	12	12 "	120 00
Echo Vale and Railway Station....	J. P. Jones. ...	33 yds.	12	12 "	25 00
Egypte St. Ephrem d'Upton.....	J. N. Fontaine..	8½	6	12 "	240 00
Emileville and St. Pie.....	E. Morrisette...	1	6	12 "	52 00
Fairmount Ave. and St. Jean de la Croix.....	J. R. Laurier...	¾	6	3 " (to Sept. 30, '05).	10 00
Farndon and Railway Station	G. Kennedy....	250 ft.	12	12 "	68 01
Farndon and Stanbury.....	J. Kennedy. ...	6	4	12 "	145 00
Farnham and Magenta	P. Desourdy....	5	2	12 "	52 00
Farnham and C.P., and V.C. Railway Stations.....	P. Landry.....	200 yds	54	12 "	180 00
Farnham and Ste. Sabine....	J. Barriere	6m	6	12 "	140 00
Fontenoy and Melbourne	S. Fraser..	6	2	12 "	48 00
Foster and Railway Station.. ...	E. C. Inglis....	⅛	24	12 "	40 00
Franklin Centre and Hemmingford	C. McGinnis....	16	6	12 "	364 21
Franklin Centre and Huntingdon..	J. Watherston..	20½	6	12 "	425 00
Franklin Centre and Starnesboro...	S. Huet.....	2	6	12 "	70 00
Frelighsburg and North Pinnacle..	F. X. Robert...	6½	6	12 "	339 00
Frelighsburg and St. Armand Station	T. Leroux	16	6	12 "	450 00
Freleighsburg and Railway Station	G. W. Stinehour	¼	12	12 "	56 00
Frost Village and Waterloo.. ...	A. McKinney...	2½	6	12 "	96 00
Fulford and Laroche	R. Armstrong...	3	3	12 "	59 00
Fulford and Railway Station	H. Booth. . . .	⅕	12	12 "	60 00
Galson and Gould.....	M. Morrison....	5½	2	12 "	55 50
Gasparine and Holton.....	F. Delage.	3½	2	12 "	34 00
Genoa and St. Hermas	J. Gordon	3½	3	12 "	75 00
Georgeville and Magog	J. M. Hand	10	6	12 "	198 00
Georgeville and Magoon's Pt.....	G. A. Boynton..	5½	2	12 "	52 00
Georgeville and Smith's Mills.. ...	O. Hutchins....	12	6	12 "	350 00
Georgeville and Steamboat Wharf..	D. A. Bullock ..	100 yds	12	Season 1905	15 00
Geraldine and Stockwell.....	J. B. McDowell.	3½m	2	12 months	32 00
Girard and Railway Station.....	D. Signori . .	70 yds	12	12 "	24 00
Glen Sutton and Railway Station..	S. Courser	¼m	12	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glen Iver and Sherbrooke	J. McIver	7½	6	12 months	175 00
Gore and Railway Station	F. W. Burrill	¼	12	12 "	78 25
Goshen Road and Windsor Mills	E. Bisson	6½	2	12 "	62 40
Gould and North Hill	N. McDonald	4¼	2	12 "	52 00
Gould and Red Mountain	A. G. McKay	5	2	12 "	60 00
Gould and Scotstown	A. Morrison	7½	6	12 "	341 00
Gould Station and Railway Station	M. Morrison	¼	12	12 "	60 00
Graham and Railway Station	W. Graham	12 acres	12	12 "	60 00
Granboro and Granby	G. W. Williams.	12½m	3	12 "	100 00
Granby and Railway Station	C. H. Murray	⅛	18	12 "	136 00
Granby and Ste. Cecile de Milton	W. T. Norris	9½	6	12 "	200 00
Granby and Shefford Mountain	G. W. Williams	6½	3	12 "	115 00
Grand Chicot and St. Eustache	S. Legault	4	2	12 "	60 00
Grande Ligne and St. Blaise	J. Perron.	1	12	12 "	90 00
Grand Mere and St. Flore	X. Vincent	4	6	9 " (to March 31,'06)	130 50
do do	B. Lampron	4	6	3 " from "	37 00
Greenlay & Windsor Mills Station	G. Morin	½	50	12 "	50 00
Grenville and Harrington East	S. Caillier. sr.	22	3	12 "	295 60
Grenville and Railway Station	L. Champagne	2	18	4 " 19 d. to Nov. 19'05	19 29
do do	do	2	24	4 " 11 d. to Dec. 31'05	7 60
do do	do	2	12	4 " 7 do to May 7,'06	31 90
do do	do	2	18	1 " 24 do from do	22 66
Hallerton and Hemmingford	T. Kenney	4¾	3	12 "	75 00
Hall's Stream and Hereford	W. J. Ellis	5⅞	2	12 "	104 56
Hall's Stream and Railway Station	J. Heath	30 rods.	12	12 "	32 00
Hardwood Flat and Robinson	W. R. Todd	3½ m.	2	12 "	48 48
Harrington and Rivington	D. McIntosh	5	3	12 "	78 00
Hatley and Railway Station	W. J. Niblock	3½	6	12 "	130 00
Hatton and Ogilvie's Corner	M. Finn	1¼	6	15 "	50 00
Helena and White's Station	H. J. Donnelly.	4	6	12 "	144 00
Hemmingford and Roxham	J. R. Simpson	6	2	6 " (to Dec. 31, '05)	22 50
do do	do	6	2	6 " from "	33 74
Hemmingford and Railway Station	G. M. Martin	½	6	12 "	46 95
Henrysburg and Lacolle	M. Garceau	8½	6	12 "	200 00
Henrysville and Railway Station	A. Lemieux	¼	22	12 "	48 00
Holton and St. Clothilde	F. Dextras	2	6	12 "	90 00
Honoreville and St. Cesaire	H. Neveu	3	3	12 "	75 00
Howard Valley and Morins Flats	O. Wood	4	2	12 "	50 00
Howick, St. Chrysostome and Railway Station	J. A. R. Beaudin	¼, 9	18, 6	12 "	249 00
Huberdeau and Railway Station	J Plouffe	4 acres.	6	12 "	70 00
Hudson and Railway Station	A. Vipond	⅛ m.	12	12 "	40 00
Hudson, Hudson Heights and Railway Station	J. W. Mullan	¾, ¼	24	12 "	75 00
Huntington and (G. T.) Railway Station	J. C. McMillan.	½	18	12 "	125 00
Huntingdon and Kelvin Grove	D. A. Macfarlane	3½	6	12 "	87 50
Huntingdon (N. Y C.) Railway Station	F. Allard	⅓	6	12 "	55 00
Huntingdon and St. Anicet	S. Dupuis	6	13	12 "	298 00
Iberville and C. P. and C. V. Railway Stations	A. Courtois	⅓	36	12 "	150 00
Iron Hill and West Shefford	A. W. Beard	6¼	6	12 "	200 00
Island Brook and New Mexico	W. Morrow	4½	3	12 "	60 00
Isle aux Noix and St. Valentin	W. Hetier.	3	12	12 "	102 00
Isle Bizard and Railway Station	T. Boileau	3½	12	12 "	175 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					$ cts.
Isle Perrot and Ste. Anne de Bellevue	F. X. Monpetit.	5¼	6	....	184 00
Jette and La Visitation	D. Lafond.....	6½	6	6 mos. from Jan. 1, '06.	91 50
Johnville and Railway Station	A. Lindsay.....	2	12	12 "	48 00
Joliette and Ry. Station (C.P.R.)..	A. Tremblay ...	½	18	5 " 15 days (to Dec. 15, '05.....	51 35
do do ..	do ...	½	24	6 " 16 ds. from Dec. 15, '05).....	81 52
Joliette and Railway Station (G.N.)	J. Desormiers ..	½	12	12 "	125 00
do do (G.N.)P.O.	A. Tremblay....	½	12	12 "	125 00
Joliette and Melanie	H. Perrault	14	6	12 "	311 75
Joliette and St. Paul d'Industrie...	A. Perrault	4	6	12 "	60 00
Katevale and Magog.	C. G. Tremblay.	6	6	12 "	190 00
Keith and Robinson	D. McLennan ..	8½	3	12 "	130 00
Kildare and St. Beatrix.....	A. Dalphond ...	17¼	6	12 "	384 64
Killowen and St. Hermas	G. Giroux ...	3½	4	12 "	100 00
Kingsbury and Melbourne Ridge..	E. Mignault ...	5½	3	12 "	150 00
Kingsbury and New Rockland.....	R. Crack.....	2	6	1 " 17 dys. from May 15, '06..... ..	12 65
Kingsbury and Railway Station ...	R. Crack.....	⅛	12	1 " 17 dys. from May 15, '06.....	5 81
Knowlton and Railway Station....	J. N. Robinson.	¼	18, 24	12 "	132 73
Knowlton and Sutton Junction....	G. G. McFarlane	7	6	12 "	281 70
Knowlton and West Bolton.....	C. W. Beals. ..	3	3	12 "	60 00
Knowlton Landing and South Boltn.	O. E. Bracey ...	5	6	12 "	165 00
Knowlton Landing and Steamboat Wharf	L. P. Knowlton.	300 yds.	12	Season 1905	15 00
La Baie and Nicolet	D. Martel . ..	9 m.	6	12 "	129 00
La Baie and Pierreville	D. Martel	9	6	12 "	213 36
La Baie Shawenegan and Ry. Stn..	M. Dessureault.	1¼	6	9 " (to Mar. 31, '06)	112 50
do do do ..	D. Thibaudeau .	1¼	12	3 " from " ..	32 50
Laberge and Primeau Ville.. .. .	J. Bte. Primeau.	2½	3	12 "	50 00
L'Acadie and Railway Station	F. Bourgeois....	16 acres.	12	12 "	90 00
Lac Bellemare and Shawenegan....	S. Dufresne	9 m.	3	12 "	151 87
La Chapelle and Railway Station, St. Jerome	N. Bourette ...	3	6	12 "	100 00
Lac Charlebois and Lac Masson ..	P. Gauthier	5	6	Pt. of seasons 1905-'06...	75 00
Lachenaie and Terrebonne..... ...	E. Beaupré....	4½	6	1 month to July 31, '05	10 00
Lachine and Dominion Ry. Station	J. Bte. Richer..	1½	6	12 "	75 00
Lachine and Convent Ry. Station..	E. Richer	300 yds.	12	3 " 12 ds. from Mar. 17, '06..... .	47 81
Lachine Locks and Railway Station	J. B. Richer....	½ m	12	12 "	75 00
Lachine Rapids and Railw'y Station	D. Dunberry .	2	6	12 "	100 00
Lachine Station (Letter Box) G.T.R.	S. Young ..		12	9 " (to Mar. 31, '06)	22 50
do do	W. E. Boyes ...		12	3 " from " ..	7 50
Lachute and Lachute Mills.....	J. Quesnel.	1	18	12 "	130 00
Lachute and Lakefield	F. Rogers..	9	3	12 months..	111 00
Lachute and Railway Station... .	H. M. Gall. ..	0.15	24	12 " ..... ,.	72 00
Lachute and Shrewsbury	G. B. Robinson.	14½	3	12 "	156 00
Lac Manitou and Railway Station.	E. L. J. D'Ivry..	20 acres.	6	12 "	50 00
Lac Manitou South and Ste. Agathe	A. Tallier	4	3	Season 1906.....	5 00
Lac Masson, St. Emile de Montcalm and Lac Charlebois	A. Daoust	10, 5 m.	3, 3	12 months....	120 00
Lac Masson and Railway Station..	W. Lacasse. ...	4½	6	12 "	120 00
Lac Mercier and Railway Station..	J. Dufour	50 yds.	6	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lac Nantel and Railway Station	D. Whalen	100 yds.	12	12 months	24 00
Lacolle and Odelltown	J. Gray	3 m.	3	12 "	60 00
Lacolle Station and Railway Stn.	J. C. Boudreau	300 yds.	12	12 "	45 00
La Guerre and Ca r's Crossing	J. Duheme	8 m.	6	12 "	200 00
Lac Megantic and Railway Station (C.P.)	J. Berubé	½	18	9 " (to Mar. 31, '06).	93 75
do do	J. Beauchéne	½	18	3 " from "	36 25
Lac Megantic and Railway Station (Q.C.)	J. Berubé	300 yds.	12	12 "	50 75
Lac Megantic and Mail Car	A. B. Gendreau		12	12 "	100 00
Lakefield and North Gore	S. Kerr	3½ m.	2	12 "	50 00
Landrevil e, Ormstown and Ormstown to Railway Station	J. C. Murphy	4, ½	6, 18	12 "	293 00
Lanoraie and Railway Station	R. Boucher	6	6	12 "	75 00
L'Annonciation and L'Ascension	D. Beauchamp	12	3	12 "	156 00
La Patrie and Notre Dame des Bois	J. St. James	9	6	12 "	200 00
La Patrie and Scotstown	S. Paulin	9	6	1 " (to July 31, '05).	14 58
do do	do	9	12	11 "	320 83
La Patrie and West Ditton	J. Lambert	3½	1	12 "	12 00
La Plaine and Railway Station	A. Gauthier	5¾	12	12 "	72 00
La Prairie and Railway Station	J. Brisson	¾	18	12 "	149 00
La Presentation and St. Hyacinthe	L. Desmarais	6	6	12 "	225 00
Larose Station and Lost River	W. McKenzie	10	3	12 "	132 00
L'Artifice and St. Chrysostome	S. Renaud	5½	6	12 "	150 00
Larose Station and Railway Stn.	A. Larose	125 yds.	12	12 "	40 00
L'Assomption and Railway Station	H. Thouin	1 m.	24	12 "	150 00
L'Assomption and St. Sulpice	J. Giard	5	6	12 "	138 48
La Trappe and Oka	N. Fauteux	3¼	6,12	12 "	125 00
Laurel and Lost River	M. McCluskey	6	2	12 "	60 00
Laurence and Ruissean St. George	L.J.A. Robillard	2	3	12 "	40 00
Laurentides and Railway Station	A. Lavigne	8 acres.	12	9 " (to Mar. 31, '06).	52 50
do do	J. Gauthier	8 acres.	12	3 " from "	17 50
La Visitation and Ste. Monique	D. Lafond	4 m.	3	6 " (to Dec. 31, '05).	49 50
Lavaltrie and Railway Station	J. Grenier	8	6	4 " (to Oct. 31, '05).	74 75
do do	A. Perreault	8	6	8 " from "	116 66
Lavaltrie Station and Railway St'n.	J. E. Lasalle		12	12 "	18 00
Lawrenceville and Railway Station.	P. Hamel	⅛	12	12 "	38 00
Lawrenceville and Rochelle	M. Guilmain	3	6	12 "	160 00
Leadville and Mansonville	W. S. Brown	7	3	12 "	90 00
Lennoxville and Milby	H. Fleishey	5	6	9 " (to Mch. 31, '06)	112 50
do do	E. Burton	5	6	3 " from "	37 50
Lennoxville and Railway Station (C. P. and G. T)	W. H. Abbott	70 yds.	12	12 "	60 00
Lennoxville and Railway Station (C. O. and B. M)	W. H. Abbott	12	36	12 "	144 00
Lennoxville and Spring Road	I. Parnell	4	2	12 "	65 64
Leopold and Morin Flats	J. Riddell	10	2	12 "	60 00
L'Epiphanie and Railway Station (C. P)	A. Gagne	¾	12	12 "	120 00
L'Epiphanie and Railway Station (G. N)	A. Gagne	¾	12	12 "	120 00
L'Epiphanie and St. Roch	C. Perreault	6	6	12 "	110 00
Les Dalles and St. Jacques	L. Desroches	4	6	12 "	156 48
Longueuil and Railway Station	L. Mainville	⅛	24	9 " (to Mch. 31, '06)	75 00
do do	A. Trudeau	⅛	24	3 " from "	29 16
Longue Pointe and Railway Station	J. Chevalier	¾	12	12 "	205 00
Louiseville and Nancy	R. Caron	6	2	12 "	50 00
Louiseville and Railway Station	P. Lefebvre	16 acres.	19	12 "	147 28
Louiseville and St. Paulin	A. Paillé	15m	6	12 "	230 00
Louiseville and St. Ursule	A. Sevigny	5½	6	3 " (to Sept. 30, '05)	21 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Louiseville and St. Ursule	C. Trudel	5½	6	9 mos. from Sept. 30, '05	130 50
McLeod's Crossing and Railway Station	J. A. McDonald	½	6	12 months	50 00
Mabel and Ogdensburg	F. Lahaie	2½	3	12 "	105 00
Mabel and Staynerville	F. Lahaie	3	3	12 "	45 00
Magog and Railway Station	J. E. Taylor	¼	12	12 "	100 00
Maisonneuve and Montreal	A. Meunier	3½	18	12 "	600 00
Malmaison and N. D. de Stanbridge	L. Galipeau	3	6	8 " (to Feb. 28, '06)	85 00
do do	H. Gervais	3	6	4 " from "	30 00
Malvina and Railway Station	F. Roy	¾	6	12 "	48 00
Mandeville and St. Gabriel de Brandon	A. Paquin	8	4	9 " (to Mch. 31, '06)	59 61
do do	F. Bussiere	7	4	3 " from "	24 75
Mansonville and Province Hill	W. S. Brown	4	3	12 "	65 00
Mansonville and Railway Station	E. Ripley	2½	6	9 " (to Mch. 31, '06)	45 00
do do	S. H. Bottrell	2½	6	3 " from "	15 00
Mansonville Station and Railway Station	C. Gilman	5 acres.	12	3 " (from April 1, '06)	10 00
Mansonville and Valeperkins	G. W. Jewett	5½	6	12 "	172 12
Maple Leaf and Sawyerville	C. H. Loveland	4¾	6	12 "	170 00
Marieville and Railway Station	R. Boulais	½	18	12 "	65 00
Marlington and Stanstead Junction	W. H. Gay	4¾	6	12 "	177 00
Mascouche and Mascouche Rapids	J. Carmicheal	3½	2	12 "	90 00
Mascouche and Railway Station	F. X. Gagnon	1¼	18	12 "	90 00
Melbourne and Richmond	S. Cross	1½	12	12 "	198 00
Melbourne and Upper Melbourne	W. Davis	¼	13	12 "	85 00
Menard Corner and St. Jean	J. Menard, jr.	3	3	12 "	75 00
Menardville and Railway Station	C. Lamoureux	¾	6	12 "	25 00
Milan and Railway Station	J. D Morrison	0·15	12		24 00
Milan and Valracine	S. Barsalon	9	3		195 00
Milan and Whitwick	D. P. McDonald	5	2	12 months	50 00
Mile End and St. Jean de la Croix	M. A. Campeau	¾	6	9 " (from Oct. 1, '05)	37 50
Miletta and Railway Station	M. A. Murray	143 yds.	6	12 "	10 00
Mille Iles and St. Jerôme	W. Elliott	12 m.	3	12 "	200 00
Minton and North Hattey	A. Johnstone	2½	3	12 "	60 00
Mirabel and St. Hermas Railway Station	M. Desrosiers	1½	6	12 "	64 60
Mitchell Station and Railway Station	J. Beaulieu	½	12	12 "	40 00
Mongenais, Ste. Justine and Railway Station	J. Sauvé	1¾, 3	18	3 " (to Sept. 30, '05)	49 50
Mongenais, Ste. Justine and Railway Station	S. Lanthier	1¾, 3	18	9 " from "	175 50
Montcalm and Rawdon	H. Hanna	6	6	12 "	200 00
Montcalm and Railway Station	E. Vincent	1¼	12	12 "	140 00
Montford and Railway Station	M. Boulaire	4 acres	12	12 "	36 00
Montreal and Mount Royal Vale	N. Desforges	4½ m.	24	12 "	625 00
Montreal and Railway Station (C.P.)	W. Heelan			12 "	4,823 16
Montreal and Railway Station (G.N.)	M. A. Campeau	2½	12	12 "	720 00
Montreal Letter Carriers Service	Montreal Street Railway Co.			12 "	3,000 00
Conveyance of I.C.R. mails between Bonaventure Depot and Montreal	Grand Trunk Rwy Co.			14 M'r. 1898, to Ju'e 30, '06	3,435 25
Montreal Transfer of mails at Bonaventure Depot	Grand Trunk Railway Co.			12 months	600 00
Montreal and Station B	Canadian Transfer Co			12 "	1,601 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Montreal Street Letter Boxes and Receiving Houses	Canadian Transfer Co			12 months	8,800 00
Montreal and Ste. Cunegonde	J. O'Dowd	1½ m.	24		
Montreal and St. Eustache	U. Viau	21½	6	12 "	530 00
Montreal and Wharf	W. Heelan	½	12	12 "	645 00
Montreal and St. Leonard de Port Maurice	J. Gervais	8¾	6	Part of seasons 1905-06 12 months	139 50 306 00
Montreal Christmas Delivery	J. Galarneau				184 13
Montreal and Youville	A. H. Frigon	5	6	12 months	50 00
Montreal South and Railway Station	F. X. Duquette	1/10	12	12 "	40 00
Montreal West and Railway Station	D. J. Munro	230 yds.	24	12 "	60 00
Morin Flats and Railway Station	F. E. Sadler	6 acres.	12	12 "	48 00
Morrison Stations and Railway Station	C. Thibault	20 yds.	6	12 "	20 00
Moulin Charette and Railway Station	J. Charette	5 acres.	12	12 "	60 00
Moulin Lacroix and St. Calixte de Kilkenny	N. Lacroix	4 m.	2	12 "	78 00
Mount Johnson and St. Gregoire Railway Station	N. Bessette	12 acres.	12	12 "	50 00
Mount Oscar and Verte Vallee	T. Aubry	2 m.	6	12 "	75 00
Napierville and Stottville	P. Bourgeois	7	12	12 "	240 00
New Erin and Railway Station	J. Walsh	½	12	12 "	60 00
New Glasgow and Railway Station	A. Nickel	5 acres.	12	12 "	52 00
New Rockland and Richmond	E. Mignault	8¼ m.	6	12 "	443 88
North Georgetown and Railway Station	C. Turcotte	¼	6	12 "	60 00
North Hatley and Railway Station	B. A. Blossom	12	31, s. 18 w.	12 "	200 00
North Stanbridge and Railway Station	D. Guillotte	12 acres.	12	12 "	94 00
North Stukeley and Railway Station	J. Marchessault	⅛ m.	12	12 "	125 00
North Sutton and West Brome	M. E. Darbe	2	3	12 "	65 00
Norton Creek, St. Remi and Railway Station	A. St. Marie	24½	6, 9	3 " (to Sept. 30, '05)	75 00
Norton Creek, St. Remi, and Railway Station	do	9½	6, 24	2 " (to Nov. 30, '05)	50 00
Norton Creek, St. Remi, and Railway Station	D. Tremblay	9½	6, 24	7 " from "	262 50
Notre Dame de la Mercie and St. Donat de Montcalm	W. Ritchie	11¾	2	12 "	115 00
Notre Dame de la Mercie and St. Emile de Montcalm	E Beauregard	9	2	6 " (to Dec. 31, '05)	45 00
Notre Dame de la Mercie and St. Emile de Montcalm	J. Beaulieu	9	2	6 " from "	62 81
Noyan and Railway Station	W. J. Derick	1	12	12 "	156 48
Outremont and Outremont Junction	W. Gauthier	1½	6	12 "	50 00
Paquette and Railway Staion	R. Hamelin	1⅝	6	9 " (to Mar., 31, '06)	75 00
do do	A. Choquette	1¾	6	3 " from "	25 00
Parc Laval and Railway Station	D. Vanier	50 yds.	12	12 "	50 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pearceton and Stanbridge East Railway Station	G. S. Rudd	4 m.	6	12 months	116 00
Petite Cote St. Rose and Ste. Rose.	D. Labelle.	3	2	12 "	25 00
Petite Mascouche and Railway Station	E. Gagnon	100 ft.	12	12 "	10 00
Peveril and St. Justine Station	D. Menard	2½ m.	6	12 "	100 00
Phillipsburg and St. Armand Railway Station	S. Borden	½	12	3 " (to Sept. 30, '05)	47 50
Phillipsburg and St. Armand Railway Station	F. Cadorette	2	12	9 " from "	142 50
Piedmont and Railway Station	P. Charbonneau.	½	12	12 "	75 00
Pierreville and Pierreville Mills	L. C. Gauthier	4½	6	12 "	124 20
Pierreville and Railway Station	A. Gill	500 yds.	18	11 "	206 58
Pierreville and St. Zephirin	D. Chassé	13 m.	6	12 "	453 75
Pincourt and Terrebonne	A. Gauthier	4	2	12 "	48 00
Piopolis and Echo Vale Railway Station	L. Levesque	8	6	6 " (to Dec. 31, '05).	145 00
" "	J. Gosselin	8	6	6 " from "	210 00
Pointe à Calumet and St. Joseph du Lac	V. Labelle	2	6	12 "	75 00
Pointe au Chêne and Railway St'n.	A. Mathews	33 yds.	12	12 "	30 00
Pointe aux Trembles and Rivière des Prairies	F. Roy, jr	6¼ m.	6	12 "	150 00
Pointe Claire and Railway Station.	A. Brisbois	1	18, s., 12, w.	13 "	90 00
Pointe du Jour and St. Thomas d'Aquin	A. Chabot	3¼	2	12 "	45 00
Pointe du Lac and Railway Station	A. Biron	25 acres.	12	12 "	40 48
Pont Chateau and St. Clet	O. Besner.	2 m.	6	12 "	84 00
Pont de Maskinonge and Railway Station	A. Laurent	9 acres.	18	12 "	112 48
Pont de Maskinonge and St. Justine	E. Vermette	5 m.	6	12 "	150 00
Racine and Railway Station	S. Belisle	⅓	12	12 "	50 00
Racine and South Ely	N. Darby	½	6	12 "	75 00
Rang des Dusseau and St. Alexandre Station	A. Goyette	3½	2	12 "	50 00
Rang Portage and St. Didace	C. Coutu	5	3	12 "	75 00
Repentigny and St. Paul l'Ermite	A. Perreault	2	6	12 "	80 00
Riceburg and Railway Station	M. C. Chrysler.	¼	6	12 "	40 00
Rigaud and Railway Station	J. Charlebois	¼	12	12 "	50 00
Rigaud and St. Redempteur	A. Quesnel	6	6	12 "	164 93
Rigaud and Wharf	N. P. Seguin	2	6	Season 1905.	3 07
Rivière des Feves and St. Urbain	Z. Bergevin	2	3	12 months	42 49
Robinson and Railway Station	E. Lockett	½	12	12 "	73 00
Rock Forest and Railway Station.	J. Simpson, jr.	½	6	12 "	40 56
Rock Forest and Sheffield	E. E. Bean	3	12	12 "	91 00
Rolland and Railway Station	J. O. Prolean	4 acres.	12	12 "	30 00
Rosemere and Railway Station	A. Labelle	200 yds.	12	12 "	25 00
Roxton East and Roxton Falls	E. Delpé	5 m.	2	12 "	60 00
Roxton Falls and Acton Railway Station	F. X. Legrand	6	6	12 "	300 00
Roxton Falls and Railway Station.	J. Massé	⅛	12	12 "	40 00
Roxton Pond and Granby Railway Station	E. Lussier	7	6	12 "	175 00
Russelltown and St. Chrysostome	W. J. Costello	3	6	12 "	80 00
St. Adele and Railway Station	J. G. Aubert	1½	12, 18	12 "	140 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Adolphe de Howard and St. Agathe des Monts	H. V. Brayley	7½	6s.3w.	12 months	200 00
Ste. Agathe des Monts and Railway Station	N. Meunier	¾	12, 18	12 "	187 49
Ste. Agathe des Monts and St. Agricole	M. Piché	15	ft'htly	12 "	50 00
Ste. Agathe des Monts and Ste Lucie de Doncaster	G. Grenier	10	3w, 6s.	12 "	209 60
Ste. Aimé and Railway Station	P. Menard	9 acres	12	12 "	55 00
St. Alexandre and Railway Station	R. Lanier	1 m.	12	12 "	100 00
St. Alexis des Monts and St. Paulin	A. Paille	10	6	12 "	196 58
St. Angele des Monnoir and Railway Station	J. E. Boulais	12 acres.	12	12 "	60 00
Ste. Anne de Bellevue and Railway Station	A. St. Denis	1 m.	18	6 " (to Dec. 31, '05).	47 10
Ste. Anne de Bellevue and Railway Station	A. Lavigne	1	18	6 " from "	46 80
Ste. Anne des Plaines and Railway Station	D. Gaudette	6 acres.	12	6 " (to Dec. 31, '05).	16 00
Ste. Anne des Plaines and Railway Station	F. X. Gaudette	6 "	12	6 " from "	37 50
Ste. Anne de Sorel and Sorel	C. Baron	3 m.	6	12 "	70 00
Ste. Barbe and St. Stanislas de Kostka	A. Raymond	4½	6	12 "	120 00
St. Barnabé and Railway Station	C. Langelier	13 acres.	12	12 "	30 00
St. Barnabé and Yamachiche	I. Pelletier	12 m.	6	12 "	312 00
St. Barthelemi and Railway Station	T. Julien	1½	18	12 "	127 48
St. Barthelemi and St. Edmond	R. Mayer	10½	2	12 "	98 00
St. Barthelemi Station and Railway Station	M. Lemarbre	10 acres.	6	12 "	25 00
St. Bazile le Grand and Railway Station	E. Lalumiere	·07 m.	7	12 "	50 00
St. Bonaventure and St. Pie de Guire	T. Proulx	4	6	2 " from May 1, '06.	21 00
Ste. Brigide and Railway Station (C. V.)	P. Saurette	1¾	12	12 "	140 00
St. Bruno and Ste. Julie de Vercheres	A. Hebert	6	7	12 "	175 00
St. Calixte de Killkenny and Railway Station	G. Therrien	7½	6	12 "	240 00
St. Cécile de Whitton and Railway Station	J. Belleau	¾	12	12 "	60 00
St. Cécile Station and Railway Station	F. Le Blond	20	12		20 00
St. Cesaire and Railway Station	J. A. Robidoux	⅓	12	12 "	40 00
St. Charles, St. Hilaire and St. Denis	H. Audette	16	6, 12	12 "	660 00
St. Charles and St. Marc	E. Fontaine	1¼	12	12 "	138 00
St. Cleophas and Railway Station	S. Derosier	5/12	12	12 "	66 00
St. Clet and Railway Station	M. Besner	1/6	24	12 "	80 00
St. Clet and Ste. Marthe	H. Campeau	8	6	12 "	240 00
St. Columbin and St. Scholastique	M. J. Phelan	14	6	12 "	405 00
St. Come and Ste. Emélie	G. Grignon	9	6	12 "	279 00
St. Constant and Railway Station	O. Robert	⅓	18	12 "	69 50
St. Cuthbert and Railway Station	A. Lessard	3	12	12 months	200 00
St. Cuthbert Station and Railway Station	J. Marchand	5 acres.	12	6 " (to Dec. 31, '05).	10 00
St. Cuthbert Station and Railway Station	J. N. Belhumeur	5 acres.	12	6 " from "	10 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Cyrille de Wendover and Railway Station	F. Bourgeois	3 acres.	24	12 months	120 00
St. Cyrille de Wendover and St. Joachim de Courval	D. Martel	7½ m	3	12 "	110 00
St. Cyrille de Wendover and St. Lucien	D. Valois	10	2	5 " from Feb. 1, '06.	58 95
St. Damase and Railway Station	M. Choiniere		12	12 "	55 00
St. Damien de Brandon and St. Gabriel de Brandon	A. Denommé	6	6	12 "	147 00
S. David and Yamaska, East	J. Langlais	6	6	12 "	130 00
St. Denis and Contrecour Railway Station	N. Belanger	8¼	12	9 " (to Mar. 31, '06).	235 11
St. Denis and Contrecour Railway Station	E. Fontaine	8¼	12	3 " from do	78 37
St. Didace and St. Gabriel de Brandon	L. Jacques	6	6	12 "	99 48
St. Dominique and St. Hyacinthe	R. Paradis	5¾	7	12 "	327 80
St. Donat de Montcalm and St. Lucie de Doncaster	A. Rivest	15	2	2 " (to Aug. 31, '05).	22 50
St. Donat de Montcalm and St. Lucie de Doncaster	C. Villeneuve	15	2	10 " from "	162 90
St. Edouard and St. Michel de Napierville	V. Poissant	4½	6	12 "	124 00
St. Elie and Railway Station	M. Garceau	4½	6	12 "	125 00
Ste. Elizabeth and Railway Station	M. Jourdain	10 acres.	12	12 "	72 00
St. Elzear de Laval and St. Martin's Junction	O. Ouimet	2 m.	6	12 "	115 00
Ste. Emilie de l'Energie and St. Jean de Matha	A. Laporte	12¼	6	6 " (to Dec. 31, '05).	124 50
Ste. Emilie de l'Energie and St. Jean de Martha	M. Durand	12¼	6	6 " from "	124 50
St. Emelie de l'Energie and St. Michel des Saints	H. Basinet	33	3	12 "	574 00
Ste-Emélie Junction and Railway Station	A. Robillard	¾	6	12 "	35 00
Ste-Emélie de Montcalm and St. Theodore	L. Giguere	8¼	2	12 "	110 00
St. Esprit and Ste-Julienne Railway Station	H. Duquette	5	6	12 "	125 00
St. Etienne des Gres and Three Rivers	O. Bellemare	15	6	12 "	300 00
St. Eugene de Grantham and Railway Station	O. Morin	3½	12	12 "	180 00
St. Eugene de Grantham and St. Guillaume Station	H. Chamberland	8	6	12 "	298 00
St. Eustache and Railway Station	G. Lauzon	6 acres	18	12 "	72 00
St. Eustache and St. Joseph du Lac	J. B. Laurin	11 m.	6	3 " (to Sep. 30, '05).	75 00
do do	V. Labelle	11	6	9 " from "	225 00
St. Faustin and Railway Station	J. A. Dauserean	30 acres.	6	12 "	75 00
St. Faustin Station and Railway Station	G. Dusablon	4 m.	6	6 " (to Dec. 31, '05).	12 50
St. Faustin Station and Railway Station	N. Belanger	4 m.	6	6 " from "	12 50
St. Felix de Valois and Railway Station	G. Gravel	¾	24	12 "	200 00
St. Felix de Valois and St. Jean de Matha	M. Houle	8	6	12 "	149 00
St. François de Sales and Railway Station	S. Charbonneau	½	12	12 "	45 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. François du Lac and St. Pie de Guire	T. Proulx	8	6	12 months	174 00
St. François Xavier de Brompton and Windsor Mills	J. Labbé	4	6	12 "	159 00
St. Gabriel de Brandon and Railway Station	T. Michaud	½	24	6 " (to Dec. 31, '05).)	90 00
St. Gabriel de Brandon and Railway Station	E. Beausoliel	½	24	6 " from "	90 00
St. Geneviève and Saraguayville	T. Boileau	3	3	12 "	50 00
St. Germain de Grantham and Railway Station	P. Houle	1	12	12 "	72 00
St. Guillaume and Railway Station	H. Chamberland	½	12	12 "	100 00
St. Hélène de Bagot and Railway Station	L. Dery	9 acres.	12	12 "	30 00
St. Henri de Montreal and Railway Station	J. B. Breault	380 yds.	48	12 "	266 64
St. Hermas and Railway Station	J. Paradis	4	6	6 " (to Dec. 31, '05).	22 50
do do	J. Lacombe	4	6	6 " from "	37 50
St. Herménégilde and Villetto	U. Dupuis	3	3	3 " (to Sept. 30, '05.)	22 50
do do	C. Morin	3	8	9 " from "	55 50
St. Hilaire Station and Railway Station	F. Martin	100 yds.	42	12 "	116 64
St. Hilaire Station and St. Jean Baptiste de Rouville	E. Lemonde	5	12	12 "	225 00
St. Hippolyte de Kilkenny and Shawbridge	N. Nadon	5¾	3, 6	12 "	158 75
St. Hubert and Railway Station	A. David	½	7	13 "	65 00
St. Hugues and Railway Station	A. Houle	½	13	12 "	78 00
St. Hyacinthe and Railway Station (C.P.)	M. Cordeau	1¼	12	12 "	100 00
St. Hyacinthe and Railway Station (I.C.)	do	½	12	12 "	49 00
St. Hyacinthe and Railway Station (G.T.)	U. H. Robert	½	17	12 "	75 00
St. Hyacinthe and Railway Station (Q.S.)	Cadorette and Beaupré	½	18	12 "	120 00
St. Hyacinthe and Letter Boxes	M. Cordeau	4½	12	12 "	206 00
St. Isidoré and Railway Station	A. Dubuc	⅔	18	4 " (to Oct. 31, '05).	36 00
do do	J. A. Grégoire	⅔	18	8 " from "	72 00
St. Isidore Junction and Railway Station	F. Baillargeon	100 ft.	12	12 "	28 00
St. Jacques and Railway Station	G. Forest	11	12	12 "	448 75
St. Jacques le Mineur and St. Philippe	A. Duchêne	5	6	12 "	168 00
St. Jacques Nord and Railway Station	C. Pelletier	1	12	12 "	90 00
St. Janvier and Railway Station	M. Sauriol	18 acres.	12	12 "	60 00
St. Jean and Railway Stations (C.V. and C.P.)	W. Moore	⅓	50	9 " (to Apr. 30, '06).	403 13
St. Jean and Railway Stations (C.V. and C.P.)	J. Barsalon	⅓	50	3 " from "	80 63
St. Jean and St. Luc	M. Marsan	6	6	12 "	160 00
St. Jérôme and Railway Station (C.P.)	A. Charbonneau	⅓	24	12 "	100 00
St. Jérome and Railway Station (G.N.)	do	⅓	12	12 "	25 00
St. Joachim de Shefford and Warden	M. B. Bachand	7	6	12 "	260 00
St. Joseph de Sorel and Sorel	F. Peloquin	1¼	6	12 "	50 00
St. Jovite and Railway Station	J. Meilleur	20 acres.	6	12 "	55 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Jovite and Railway Station...	J. Longpré...	83 yds.	6	12 months	20 00
St. Jude and Railway Station	F. X. Leblanc..	5 acres.	12	12 "	30 00
Ste. Julienne and Railway Station.	D. Ethier.....	1½	12	12 "	125 00
St. Lambert and Railway Station.	D. O. Davies ...	½	12	12 "	36 00
St. Lazare and Railway Station....	C. Marcil.	2	12	9 " (to Mar. 31, '06).	105 00
do do ...	O. Pilon.....	2	12	3 " from " ..	35 00
St. Liguori and Railway Station...	T. Lapointe. ..	1¼	12	12 "	140 00
St. Louis de Bonsecours and Railway Station	A. St. Martin..	9 acres.	12	12 "	40 00
St. Louis de Gonzagues and Railway Station	E. Campbell...	4	12	12 "	270 00
St. Louis Station and Railway Station.....	W. Marchand...	110 yds.	12	3 " (to Sept. 30, '05).	8 75
St. Louis Station and Railway Station..	A. Lefebvre	110 yds.	12	3 " (to Dec. 31, '05)..	8 75
St. Louis Station and Railway Station.....	A. Roy.....	.....	6	" from " ..	17 50
Ste. Madeleine and Railway Station	T. D. Rainville.	0·18	18	12 "	90 00
St. Malo and Railway Station. ...	C. Breault.....	¾	6	12 "	120 00
St. Marcil and Cavignac Railway Station.	S. Dumaine.....	4	6	2 " (to Aug. 31, '05).	36 91
St, Marcil and Cavignac Railway Station.....	S. Dumaine	4	6	10 " from. " ..	166 23
Ste. Marguerite Station and Railway Station	J. B. J. Préfontaine.....	150 ft.	12	12 "	12 00
Ste. Martine and Railway Station..	P. Bedard..	20 acres.	18	6 " (to Dec. 31, '05)..	32 50
do do ..	C. Primeau.....	20 acres.	18	6 " from " ..	32 50
St. Mathias and Village Richelieu..	J. B. Adam	3½	6	12 "	125 00
St. Michel de Rougemont and Railway Station	R. Fontaine ...	7/10	12	9 " (to Mar. 31, '06).	60 00
St. Michel de Rougemont and Railway Station	C. Ostigny.....	7/10	12	3 " from " ..	20 00
St. Michel Station and Railway Station.....	E. Isabelle	200 ft.	6	12 "	30 00
Ste. Monique and St. Augustine Railway Station	A. Richer	2	6	7 " (to Jan. 31, '06)..	87 50
Ste. Monique and St. Augustine Railway Station	L. Langevin ..	2	6	5 " from " ..	54 16
St. Nazaire and Railway Station...	O. Vertefeuille..	3½	6	9 " 24 days (to Apr. 24, '06)	81 59
do do ..	do ..	3½	7	2 " 6 days(from Apr. 24, '06)	21 46
St. Norbert and Railway Station ..	H. Rondeau....	3	12	12 "	173 00
St. Ours and St. Roch Railway Station.	A. Girard	2½	12	12 "	75 00
St. Ours Lock and St. Ours ...	A. Proulx	1¾	6	12 "	75 00
St. Paul and Railway Station.....	E. Latour	1	18	12 "	120 00
St. Paul and Verdun.....	J. Orsali.....	1	6	10 " 5 days (to May 5, '06)	50 76
St. Paul l'Ermite and Railway Station (G.N.)....	C. Seguin.....	10 acres.	4	12 "	150 00
St. Paulin, Railway Station and Hunterstown	P. Guiguère ...	3	12, 6	12 "	150 00
St. Phillippe d'Argenteuil and Railway Station	M. Leclair.. .	1	12	12 "	40 00
St. Philippe de Laprairie and Railway Station	G. A. LeBlanc.	6 acres	18	12 "	72 72
Ste. Philomène and Railway Station	F. Labrie. ...	2½ m.	6	4 " (to Oct. 31, '05),.	28 33
do . do	"	2⅝	6	8 " from " ..	62 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Pie and Railway Station	J. Laperle	¼	12	12 months	36 00
St. Placide and St. Scholastique	F. Pilon	11½	6	2 " (to Aug. 31, '05)	49 83
do do	B. Groulx	11½	6	10 " from "	249 17
St. Pierre de Sorel and Sorel	S. Salvail.	3½	2	5 " (from Feb. 1'06)	20 83
St. Polycarpe and Railway Station.	M. Coté	½	24	12 "	70 00
St. Polycarpe and Railway Station.	F. Brouillard	100 yds.	12	10 "	15 00
St. Robert and Railway Station	H. Dupré	5 acres.	12	12 "	30 00
St. Romain and St. Sebastien Railway Station	V. Boulanger	8 m.	6	4 " (to Oct. 31, '05)	53 33
St. Romain and St. Sebastien Railway Station	A. Collet	8	6	8 " from "	106 67
St. Rosalie and Railway Stn. (G.T.)	D. Vertefeuille	¾	12	12 "	65 00
Ste. Rose and Railway Station	J. Robert.	0.82	18	12 "	80 00
St. Sauveur and Railway Station	E. Aubrey	¼	12	12 "	36 25
Ste. Scholastique and Railway Stn.	A. Cyr	18	2	12 "	80 00
St. Sebastien and Stanbridge Stn.	E. Dupont	6½	12	12 "	438 20
St. Sebastien and Venice	T. Hunter	3½	2	12 "	50 00
St. Simon and Railway Station	J.A. Beauchamp	30 acres.	12	12 "	135 00
Ste. Sophie du Lac and Railway Station	P. Traversy	5 acres.	12	12 "	50 00
St. Stanislas de Kostka and Railway Station	A. Raymond	5 acres.	12	12 "	40 00
St. Telesphore and Railway Station	E. Daoust	1¼	12	12 "	140 00
St. Theodosie and Vercheres	W. Chagnon	6	12	12 "	160 00
Ste. Thérèse and Railway Station	J. Desjardin	⅖	29	2 " (to Aug. 31, '05)	20 83
do do	M. Desjardin.	⅖	29	10 " from "	150 00
St. Thomas de Joliette and Railway Station	H. Coutu.	10 acres.	12	12 "	93 88
St. Timotheé and Railway Station.	C. Leboeuff, Jr	1¼ m.	18	12 "	133 48
St. Urbain and Railway Station	Z. Bergevin	4	6	12 "	132 99
Ste. Victoire and Sorel	A. Paulhus	9	6	12 "	270 00
St. Vincent de Paul and Railway Station	C. Hogue	20 acres.	18	12 "	128 48
St. Zotique and Railway Station	A. Leger.	2	12	12 "	100 00
Sabrevois and Railway Station	A. M. White	5 acres.	12	12 "	50 00
Savages Mills and Railway Station.	E. H. Tamlin	¾	6	12 "	70 00
Sawyerville and Railway Station	H. H. Hunt	⅛	12	12 "	50 00
Scotch Weedon and Weedon	D. T. McDonald	5½	2	12 "	52 00
Scotstown and Railway Station	R. B. Scott	¼	12	12 "	48 75
Shawbridge and Railway Station	D. Shaw	⅓	12	12 "	95 00
Shawenegan and Railway Station (G. N.)	P. Lapolice	1	12	12 "	150 00
Shawenegan Falls and Railway Stn	T. Lambert	½	18	12 "	150 00
Shawenegan Junction and Railway Station	J. L. Goulet.	350 yds.	12	12 "	25 00
Sherbrooke and Railway Stations (C.P., B.M., and Q.C.)	D.W. Armstrong		38	3 " (to Sept, 30, '05).	79 59
Sherbrooke and Railway Stations (C.P., B.M., and Q.C.)	do		37	9 " from " 2.	233 68
Sherbrooke, Street Letter Box and Sherbrooke East	D.W. Armstrong		12	12 "	430 96
Sherbrooke and Stoke Centre	J. Malenfant	9½ m	5	12 "	260 00
Sherrington and Railway Station	J. A. Fortin	2½	12	9 " (to Mar. 31, '06).	63 00
do do	F. X. Tremblay.	2½	12	3 " from "	21 00
Sixteen Island Lake and Ry. Station	T. Gandon			12 "	10 00
Slatington and Windsor North.	S. H. Thibault	5	3	9 " (to Mar. 31, '06).	37 50
do do	P. Brouillard	5	3	3 " from "	12 50
Smiths Mills and Railway Station.	C. A. Jenkins	7 acres	12	12 "	63 00
Sorel and Railway Station (M. & S.)	J. B. Cournoyer.	½ m	18	12 "	166 60
Sorel and Railway Station (Q.S.)	J. B. Cournoyer.	½ m	12	12 "	100 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
South Bolton, Mansonville and Eastman Junction	C. G. Green	22½	6	2 mos. (to Aug. 31, '05).	90 00
South Bolton and Eastman Junction	S. W. Foster	10½	6	10 " from " "	225 00
South Bolton and Mansonville Railway Station	C. G. Green	12½	6	10 " from " "	225 00
South Rexton and Railway Station	A. D. Savage	75 yds.	12	12 "	20 00
South Stukely and Railway Station	W. R. Johnston.	½m	6	12 "	60 00
Spring Hill and Railway Station	D. M. McDonald	250 yds.	12	12 "	40 00
Spring Hill and Stornoway	M. H. McDonald	9m	6	1 " (to July 21, '05).	26 08
do do	C. Bourque	9	6	11 " from " "	209 00
Stanbridge East and Ry. Station	O. R. Anderson.	43 rds	12	6 " (to Dec. 31, '05).	25 00
do do	R. Kidd	43 rds	12	6 " from " "	25 00
Stanstead and Railway Station	H. A. Channell	½m	24	12 "	50 00
Stanstead Junction and Ry. Station	C. H. Gordon	60 yds.	24	9 " (to Mar. 31, '06).	36 00
do do	H. I. Bullock	60	24	3 " from " "	12 00
Staynerville and Railway Station	H. Paquin	30 yds.	18	12 "	18 00
Stonefield and St. Philippe Railway Station	D. V. Cameron.	9m	6	11 " and 21 days to June 21, '06	291 75
Stonefield and St. Philippe Railway Station	T. & J. B. Chambers	9	6	9 days from do	8 25
Stonefield and Stonefield Heights	R. C. Brown	1½	3	12 months	39 00
Stornoway and Tolsta	A. McDonald.	4	2	12 "	43 00
Summerlea and Dixie Ry Station	S. Constantineau	¾	12	12 "	75 00
Sutton and Railway Station	D. S. Bickford	1/10	12	12 "	60 00
Sutton and West Sutton	J. B. Strong	3½	3	12 "	60 00
Sutton Junction and Ry. Station	A. W. Westover	30 yds.	12	12 "	52 50
Sweetsburg and Railway Station	J. Powers	¾m	12	12 "	75 00
Terrebonne and Railway Station	O. Lebeau	½	24	12 "	133 32
Titus Station and Railway Station	T. Ward	½	12	12 "	50 00
Three Rivers and Railway Station	T. Chevalier	¾	49	12 "	383 70
Three Rivers and Street Letter Boxes	T. Chevalier	3¾	18	12 "	120 00
Valcourt and Railway Station	J. Bisaillon.	1¼	12	12 "	98 00
Valcourt and West Ely	N. Moffatt	7	6	12 "	170 00
Valleyfield and Ry. Station (G.T.)	E. Rapin	¾	24 x 30	12 "	65 82
do do (N.Y.C.)	do	19 acres	24	12 "	98 48
Valleyfield and Street Letter Box	E. Desparois	¾m	6	12 "	36 00
Valmorin and Railway Station	A. Duperrault	½	6	Part of season, 1905	39 50
do do	E. H. Dunham	1½	6	Part of season, 1906	19 56
Valois and Railway Station	P. G. Valois	3 acres	12	12 months	60 00
Varennes and Railway Station	A. Malo.	5 acres	18	12 "	74 00
Vaudreuil and Railway Station	M. Turcotte	12 acres	6	12 "	100 00
Vaudreuil and Railway Station	E. Gauthier	1¼m	12	12 "	70 00
Vercheres and Railway Station	L. Dulude	12 acres	18	12 "	72 00
Versailles and Railway Station	N. Choquette	12 acres	12	12 "	62 60
Village Richelieu and Ry. Station	Z. Bessette	¼m	18	12 "	67 56
Village St. Onge and Ry. Station	J. Marchand	5 acres	12	12 "	74 00
Warden and Railway Station	L. E. Richardson	46 rds	12	12 "	100 00
Waterloo and Railway Stations (C. P. and C.V.)	L. G. Greene	⅔m	24	3 " (to Sept. 30, '05).	22 50
Waterloo and Railway Stations (C. P. and C.V.)	J. P. Heath	⅔m	24	9 " from " "	67 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Waterville and Railway Station...	F. E. Hotham & Co	¼	12	3 mos. from June 1, '06.	15 65
Weir and Railway Station.....	C. M. Davis .	50 yds.	6	12 "	10 00
West Brome and Railway Station..	C. E. Pettes....	⅛ & ½ m	12	12 "	78 25
West Sheffield and Railway Station	W. J. Glascott..	¼	12	12 "	50 00
White's Station and Railway Station	W. Watson.....	100 ft.	6	12 "	25 00
Wickham West and Railway Station	F. Cormier.....	5 acres	12	12 "	45 00
Windsor Mills and Railway Station	P. L. McCabe...	400 ft.	12	12 "	125 20
do do	M. Bye..... ...	400	12	1 " and 16 days from May 15, '06...	31 50
Woodlands and Railway Station...	G. Faubert...		12	Part of season, 1905-'06..	60 00
Yamachiche and Railway Station..	P. Pellerin.....	⅓ m	12	10 " (to April 30, '06).	45 83
do do	N. Gelinas.....	⅓	12	2 " from " "	9 17
Yamaska and Railway Station....	A. B. Robidoux.	6 acres	18	12 "	75 00
Yamaska East and Railway Station	A. Lasalle.....	1 acre	18	12 "	45 00
Total.....					103,948 99
Less amount withdrawn from Guarantee Fund.....					177 79
					103,771 20

APPENDIX B—*Continued.*

OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, made within the Year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alexandria and Kirkhill	J. Dewar	11	6	12 months	255 00
Alexandria and McCrimmon	M. McLeod	9	6	12 "	380 00
Alexandria and Railway Station	A. J. McDonald	1	24,18	12 "	154 50
Alfred and Montebello	O. Laroque	11	6	12 "	359 00
Alfred and Railway Crossing	H. Wilson	3	12	12 "	100 00
Algonquin and Brockville	J. Halfpenny	10½	6	2 " (to Aug. 31 '05)	62 50
do do	A. Throop	10½	6	10 " (from Aug. 31, '05)	312 50
Algonquin and Glenmore	C. J. Johns	3	3	12 "	120 00
Algonquin Park and Ry. Station	G. Bartlett	40 yds.	12	12 "	10 00
Alice and Pembroke	A. F. Stresman	11	1	12 "	55 00
Allumette Island and Pembroke	M. McGuire	7	2	12 "	114 00
Almonte and Clayton	R. T. Whalen	10	6	12 "	219 00
Almonte and McKinley	T. Dutrizac	20	3	12 "	175 00
Almonte and Railway Station	H. Cochran	¼	36	12 "	150 24
Althorpe and Maberly	W. J. Norris	10½	2	12 "	105 00
Angers and Cousineau	B. Vallières	6	2	12 "	50 00
Angers and Railway Crossing	L. Moncion	¼	12	12 "	90 00
Apple Hill and Martintown	M. J. Martin	5	6	12 "	200 00
Apple Hill and Railway Station	M. A. Grant	¼	24	12 "	143 52
Appleton and Carleton Place	E. Kitts	4¼	12	12 "	184 00
Archer and Bouck's Hill	J. Warren	8¼	3	12 "	84 00
Arklan and Rosetta	T. Young	3	2	7 " (from Dec. '05)	18 20
Arnprior and Ry. Station (G.T.)	J. J. Grace	¼	12	12 "	140 00
do do (C. P.)	do	½	30	12 "	295 00
do do	A. Doolan	½	12	12 "	200 00
Arnprior and White Lake	A. McNab	12	6	12 "	398 00
Ashdad and Railway Station	T. Brydges	25	3	5 " (3 dys. from 29 Jan. '06)	10 56
Ashton and Prospect	W. Burrows	11	3	12 "	189 00
Ashton and Railway Station	N. H. Conn	2	6	12 "	100 00
Astonville and Wisawasa	N. Ouellette	6	3	12 "	156 00
Augsburg and Eganville	J. Wodtke	5	3	12 "	70 00
Aultsville and Bush Glen	G. Summers	9	2	5 " 5 dys. (to Dec. 5 '05)	33 49
do do	do	10S.	11W.	6 " 26 dys. (from Dec. 5 '05)	52 34
Aultsville and East Williamsburg	W. Pruner	4½	3	12 "	75 00
Aultsville and Nudell Bush	H. Casselman	4	3	12 "	45 00
Avonmore and Lodi	D. Cameron	2¾	6	12 "	89 00
Avonmore and Railway Station	S. E. Shaver	½	24	12 "	200 00
Aylwin and Railway Station	D. A. Little	2	6	6 " and 15 dys. (to Jan. 15, '06)	54 71
do do	H. Anderson	2	12	5 " and 16 dys. (to Jan. 15, '05)	91 67
do do	S. M. Reid	2	6	2 " and 11 dys. (to Jan. 15, '05)	28 36

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bainsville and Curry Hill	J. E. Curry;	3	3	12 months	80 00
Beamsville and Railway Station	D. D. McCuaig	½	12	12 "	60 00
Balderson and Prestonvale	W. McFarlane	5	3	12 "	70 00
Balvenie and Strains Corners	J. Holly	1	4	12 "	40 00
Barb and Railway Station	A. A. LeRoy	3	6	12 "	180 22
Bark Lake and Barry's Bay	R. Skuce	5½	1	12 "	40 00
Barry's Bay and Railway Station	W. Kirwan	30 yds.	12	12 "	62 60
Barryvale and Railway Station	J. Barry	150 yds.	6	12 "	35 00
Baskatong and Maniwaki	A. Nault	36	1	6 " 15 dys. (from 17 Dec. '05)	108 90
Bassin du Lièvre and Ry. Crossing	L. Proulx	½ & ¼	6	12 "	50 00
Beachburg and Railway Station	T. Appleby	3	6	6 " (to Dec. 31, '05)	192 00
do do	J. Thacker	13	6	6 " (from Dec. 31, '05)	192 00
Bearbrook and Vars	I. H. Lemond	3	6	12 "	140 00
Bell Mount and Otter Lake	J. J. Dagenais	12	3	12 "	312 00
Bell Rapids and Purdy	J. Hicks	8	1	12 "	75 00
Bellmeade and Reids Mills	J. D. McPhail	3½	3	12 "	78 00
Berwick and Glenpayne	J. D. MacInnes	3½	3	12 "	80 00
Berwick and Railway Station	J. W. Hutt	¼	12	12 "	71 99
Billerica and Prescott	E. A. Pritchard	⅙	12	4 " (to Oct. 30, '05)	11 67
Bishop's Mills and Prescott	S. Paul	16	6	3 " (to Sept. 30, '05)	98 75
do do	W. H. Baker	6	6	9 " (from Sept. 30, '05)	366 75
Bissetts Creek and Railway Station	G. T. Murray	200 yds.	12	6 " (to Dec. 31, '05)	12 56
do do do	B. Barlow	200 yds.	12	6 " (from Dec. 31, '05)	12 48
Blackburn and Orleans	J. Farmer	3	2	12 "	55 52
Black Donald and Mt. St. Patrick	J. Moore	10	1	12 "	60 00
Blakeney and Railway Station	R. F. Stewart	⅛	6	12 "	65 00
Blanch and Echo Beach	A. Smallen	16		6 trips	15 00
Blue Sea Lake and Ry Station	J. St. Jean	1	6	12 months	36 00
Boileau and St. Remi d'Amherst	G. C. Bellenger	11	3	12 "	140 00
Boileau and Vernet	O. Charron	3	2	12 "	50 00
Bois Franc and Maniwaki	H. Dufour	9	1	12 "	45 00
Booth and Dunnoine	J. R. Booth	.....	.....	12 "	250 00
Bonfield and Cheswick	B. Perron	10	1	6 months & 6d. to June 6'06	43 56
do do	do	10	2	5 " 25 do from do	72 89
Bonfield and Railway Station	M. Cahill	1	12	12 "	150 00
Bonnechere and Killaloe Station	W. A. George	23	2	8 " 14d. to Mch. 14'06	281 11
do do	do	25½	2	3 " 17 do from do	124 83
Borromee and Orleans	T. Vachon	4	1	12 "	35 00
Bouchette, Railway Station and Six Portages	F. Nault	5 & 2	7 & 6	12 "	134 00
Bouch's Hill and Froatburn	A. Froats	4	2	12 "	35 00
Bowesville and Railway Station	A. Graham	2	6	12 "	120 00
Braeside and Railway Station	J. Gillies	⅛	12	12 "	50 00
do do	Gillies Bros.	⅛	12	12 "	1 00
Bradley Creek and Lemieux	J. Leroux	3½	3	6 " 17d. fr'm Dec 15'05	21 85
Bray's Crossing and Railway Crossing	E. Kelly	300 yds.	2	12 "	17 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 "	75 00
Brennan and Railway Station	A. F. Robinson	300 yds.	12	12 "	45 00
Bristol and Railway Station	J. Laird	3½	6	12 "	137 72
Bristol Mines and Elmside	M. M. McCredie	3	3	9 " to Mar. 31, '06	54 79
Bristol Mines and Wyman	J. Ade	4½	6	3 " from do	35 00
Bristol Ridge and Caldwell	S. A. W. Horner	2¾	3	12 "	45 00
Britannia Bay and Railway Station	B. McAmmond	185 yds.	12, 18	12 "	26 79
Brockville and Morristown, N. Y.	W. P. Wells	2	6	9 " to Mar. 21, '06	123 75
do do	R. Eyre	2	6	3 " from do	41 25

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brockville and Transfers G.T. ..	W. J. Clow.....	20 yds.	24	12 months.....	250 00
Brockville & Railway Station, C.P.	do . .	1	26	12 "	144 00
Brockville and Street Letter Boxes.	J. McKenna....	3¾	12	12 "	129 75
Brodie and Glen Robertson	W. Sabourin....	5	6	12 "	202 00
Bromley and Douglas.....	A. W. Ross.....	2¾	3	12 "	80 00
Brooke and Wemyss.....	E. Donnelly....	3	2	12 "	45 00
Brudenell and Copp..... ..	T. L. O'Grady..	5	3	3 " 15d. to Oct. 15, '05	7 27
Brule Lake Station and Railway Station....	T. H. Barnet...	150 yds.	12	12 "	30 00
Bryson and Portage du Fort.....	J. Brownlee...	8	6	12 "	120 00
Bryson and Railway Station.	J. Brownlee ...	5	12	12 "	99 00
Buchanan and Chalk River.....	I. J. Walker....	10	1	12 "	80 00
Buckingham and Mayo	J. O'Callaghan..	8	3	12 "	137 00
Buckingham and Notre Dame de la Salette	G. Latour . . .	18 .	6 s 3 w	12 "	466 50
Buckingham and Railway Station.	C. W. Pearson..	3	24	12 "	300 00
Bu ld Mills and Golden Lake.....	J. W. Budd...	4½	2	12 "	85 00
Burk's Corners and North Nation Mills.....	P. Lacoste	5	1	9 " to Mar. 31, '06..	33 75
Burk's Corners and North Nation Mills.....	J. Bricault.....	5	1	3 " from do ..	11 25
Burnstown and Renfrew	R. McGowan...	8	6	3 " to Sept. 30, '05..	43 25
do do	J. B. Harris....	8	6	9 " from do ..	129 75
Burnstown and Springtown.....	A. Wilson.....	5¼	3	12 "	90 00
Burritt's Rapids and North Montague	H. Thompson..	7	2	12 "	100 00
Calabogie and Railway Station.. .	F. H. Baxter...	¼	12	12 "	87 64
Caldwell and Glengyle...	R. Horner.....	1	6	12 "	50 00
Caldwell's Mills and Railway Stat'n	M. McDonald ..	¾	12	12 "	60 00
Caledonia Springs and Railway Stn.	I. Lalonde	350 yds.	18	3 " to Sept. 30, '05..	33 75
do do ..	do ..	350 yds.	12	6 " to Mar. 31, '06.	45 00
do do ..	do	350 yds.	12, 18	3 " from do .	26 25
Caledonia Springs and Ritchance ..	do .	½	6	10 " 17 d. from Aug. 15, '05	52 66
Calumet Island and Dunraven	J. O'Hare . .	5	6	12 "	118 00
Calumet Island and Railway Stat'n	J. E. Cahill	1½	13	12 "	89 99
Calven and Mattawa...	J. Perrault.	7¾	3	26 days to July 26, '05..	8 12
Calven and Wilson's Springs	J. Wilson	250 yds.	3	8 m. 5 d. fr'm July 27, '05	55 76
Cambridge and Railway Station ...	O. Mayhotte. ..	50 yds.	6	12 months	25 00
Camelot and Railway Station	A. New	¼	6	6 " to Dec. 26, 05 ..	10 00
Campbell's Bay and Railway Stat'n	T. E. Mousseau..	40 yds.	12	12 "	25 00
Campbell's Bay and Smith's Corners	D. D. Smith....	3	2	12 "	50 00
Canaan and Sarsfield...	N. Daoust.....	3	6	12 " .....\.....	90 00
Cannamore and Chesterville	M. Robinson ...	11	6	12 "	300 00
Cantley and Kirk's Ferry..... .	M. Reid	3	6	12 "	160 00
Cantley and Lucerne..... ..	D. McMillan...	19	2	3 " to Sept. 30, '05..	42 50
do do	C. Paquin.....	19	2	9 " from do ..	187 50
Cardinal and Hyndman.... . ..	A. M. Ludlow..	13¾	3	2 mo. 15d. to Sept. 15, '05	36 62
Cardinal and Railway Station. ...	T. J. Dillon....	1	14	12 months (less amount previously overpaid).	24 89
Cardinal and Shanley.	L. Grant . .	8½	3 & 6	6 mos. 7 d. to Jan. 7, '06	122 06
do do	H. Anderson....	8½	6	2 " 25 d. to Mar. 31, 06	72 16
do do	C. Bush.....	8½	6	3 " from do	75 00
Carleton Place and McCreary	D. Sinclair ...	4	6	12 months..	190 00
Carleton Place and Railway Station	J. McFarlane...	¾	48	12 "	310 75
do do ..	P. P. Salter	¾	6	3 " from April 1, '06 (night service)	6 50
Carp and Huntley....	W. H. Bleeks...	4½	6	12 "	149 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Carlsbad Springs and Railway Station	J. Boyd	½	12	1 month from June 1, '06	5 72
Carp and Railway Station	W. H. Bleeks	½	12	12 months	81 38
Carsonby and North Gower	B. Eastman	3½	3	12 "	60 00
Carswell and Railway Station	A. Stewart	500 yds.	3	12 "	50 00
Cascades and Railway Station	S. E. Wilson	¼	12	12 "	60 00
Cashion's Glen and Cornwall	T. Laplante	12¼	3	12 "	282 80
Casselman and Lemieux	J. Leroux	6½	6	9 " to Mar. 31, '06	142 50
do do	do	6½, 8½	6, 3	3 " from do	50 00
Casselman and Railway Crossing, G.T.	A. Lalonde	250 yds.	24	12 "	40 00
Casselman and St. Albert	J. R. Noiseau	6¾	6	9 months (to Mch. 31, 06)	142 50
do do	J. Chartrand	6¾	6	3 " from "	47 50
Castle and Rochefort	T. Mullin	4	3	12 "	117 00
Castleford and Castleford Station	W. J. Humphries	2¼	6	12 "	190 00
Castleford Station and Ry. Station	G. McLaren	200 yds.	12	12 "	60 00
Cawood and Danford Lake	G. Foster	8	2	12 "	104 00
Cedar Hall and Pakenham	H. H. Connery	5½	3	12 "	105 00
Chalk River and Railway Station	T. Field	200 yds.	12	12 "	60 00
Chalifoux and Notre Dame de la Salette	M. Cummings			Special trips	3 50
Chapeau and Waltham Station	A. S. Moloney	9½	6	12 months	202 00
Chard and Pendleton	M. I. Brown	4	3	12 "	50 00
Charlton and Heaslip	L. McFadden	8¾	1	7 " and 14 days (to Feb. 14, '06).	165 00
do do	J. K. Dugan	11	3	4 " 14 d. from "	112 50
Charteris and Greermount	S. Maxwell	8	4	3 " (to Sept. 30, '05).	28 50
do do	J. Ralph	8	4	1 " (to Oct. 31, '05)	27 00
do do	S. Harrison	8	4	8 " from "	150 00
Chartrand and Navan	E. Chartrand	3	6	12 "	100 00
Chelsea and Old Chelsea	B. Kenny	1¼	6	12 "	50 00
Chelsea and Railway Station	H. B. Prentiss	¾	12	12 "	120 00
Cheneville and Duhamel	J. Carrière	13	2	12 "	104 00
Cheneville and Papineauville	J. Lisette	22	6	12 "	399 00
Chêneville and St. Emile de Suffolk	J. Binda	12	6	6 " (to Dec. 31, '05).	147 50
Chesterville and Crysler	P. Onderkirk	12	6	12 "	245 00
Chesterville and Morrisburg	R. McDonell	18½	6	12 "	390 00
Chesterville and Railway Station	T. Flynn	¼	24	12 "	200 00
do do	J. Foote	¼	12	12 "	120 00
Chichester and Nichabau	J. Dunn	5	2	7 " 14 days (from Nov. 17, '05)	48 54
Christy's Lake and Marrion	R. D. Chaplin	7	3	12 "	92 25
Chûte aux Bluets and St. Jovite	J. Therien	7	3	12 "	100 00
Clarence and Thurso Railway Stns.	W. Lavergne	3	12	12 "	355 00
Clarence Creek and Orient	E. Lalonde	5	2	12 "	60 00
Clarence Creek and Railway Stn	J. Smith	1	12	3 " (to Sept. 30, '05).	12 50
do do	P. Brunette	1	12	9 " from "	67 50
Clarence Creek and Vinette	E. Vinette	3½	2	7 months 24 days (from Nov. 7, '05)	25 98
Clayton and Halpenny	N. Halpenny	5	1	12 "	34 00
Clayton and Rosetta	J. Nolan	9½ & 9¾	3	12 "	155 00
Clayton and Tatlock	W. J. Rintoul	11	3	12 "	113 00
Clement and Wright	T. Clement	8	1	Season 1905-'06	42 00
Clontarf and Cormac	R. Millroy	11	3	9 mos. (from Oct. 1, '05)	210 00
Clontarf and Foymount	A. Johnston	10	3	3 " (to Sept. 30, '05).	50 00
Cobalt and Giroux Lake	P. Boissonnault.	4	6	4 " (to May 31, '06).	66 66
do do	J. J. Edwards	4	6	1 " from "	33 33
Cobalt and Railway Station	J. F. Presley	100 yds.	12	12 "	60 00
Cobden and Osceola	J. Ross	4 & 22½	3	12 "	215 00
Cobden and Railway Station	N. S. Campbell	¼	24	12 "	73 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Colquhoun and Dunbar.	J. J. Colquhoun	11½	3	12 months	182 00
Corbeil and Nipissing Junction and Railway Station	M. Nelan.	4½ & ⅓	1 & 3	4 " 10 days (from Feb. 19, '06)	10 00
Combermere and Craigmont	J. P. O'Brien	7	3	5 " 17 days (from Jan. 15, '06)	23 06
Combermere and Railway Station	J. C. Hudson	13	6	12 "	101 00
Cornwall and Railway Stn. (G.T.)	I. McFarlane	1	1	12 "	20 00
do do (N.Y.&O.)	D. J. McDonald	1½	12	12 "	250 00
Cornwall and St. Andrew's West	J. W. Crawford.	8	3	12 "	150 00
Cornwall and Street Letter Boxes	D. J. McDonald	4	12	12 "	253 00
Cornwall and Warina	J. W. Crawford.	20	3	12 "	225 00
Cornwall Centre and Millereches	P. Tyo	2½	3	12 "	68 00
Couttsville and Thornloe	F. Coutts.	3	1	9 " (to March 31,'06)	30 00
do do	do	3	2	3 " from "	18 75
Cross Lake and Madawaska	W. Pilgrim	13	1	12 "	52 00
Crysler and Railway Station	J. Smirl	¾	12	12 "	87 00
Cullton and Douglas	P. Cull	4	2	12 "	70 00
Cumberland and Railway Station	D.W. McDonald	2¼	12	12 "	195 00
Curran and Railway Station	N. Lalonde	2¼	12	12 "	150 00
Cushing and Little Rideau	J. Little, Jr.	4½	6	12 "	140 00
Dacre and Esmonde	P. Curry	6	2	12 "	60 00
Dacre and Griffith	J. Varrin	18	5	12 "	200 00
do do	B. Hunter	9	6	9 " (to March 31,'06)	186 75
do do	J. Legere.	9	6	3 " from "	62 25
Dalkeith and Railway Station	A. McLeod	¼	12	12 "	62 60
Danford Lake and Railway Station	H. Heeney	5	6	12 "	150 00
Daniston and Ottawa	L. Proulx	10½	6	12 "	305 00
Darcyville and Micaville	J. J. McParland	6	1	9 " (to March 31,'06)	26 25
do do	E. P. Kelly	6	1	3 " from "	8 50
Davidson and Railway Station	F. W. Brennan.	35 ft.	12	12 "	1 00
Davis Mills and Pembroke	R. E. Davis	8	1	12 "	50 00
Deux Rivière and Halfway	R. Ransom	14	3 W.-1 S.	12 "	195 00
Deux Rivières and Railway Station	T. Legge	¼	12	12 "	55 00
Diamond and Kinburn	J. McMillan	3½	3	12 "	96 00
Dixon and Wales	H. Bartle	7	6	12 "	225 00
Dixon's Corners and Dundela	I. Dixon	4	3	12 "	89 41
Dominionville, Maxville and Railway Station	W. Doucett	3 & ¼	6	12 "	118 18
Douglas and Railway Station, C.P.	T. Neville	¼	12	12 "	49 00
do do G.T.	T. Enright	1½	12	12 "	98 00
Doyle and Sheenborough	M. Meers	12	1	12 "	76 00
Duclos and East Oldfield	F. P. Lafond	6	2	12 " (to Mar. 31, '06).	50 00
Duclos and Wakefield	F. Perron	15	6	12 "	215 00
Dunbar and Grantley	W. L. Hart	5	3	12 "	70 00
Dunrobin and Railway Station	J. Smith	20-21½	3	12 "	400 00
Dyer and Moose Creek	F. McRae	3	3	12 "	50 00
Earlton and Milberta	A. E. Brasher	8½	1	4 " (to Oct. 31, '05).	26 00
Earlton and Railway Station	do	8	6	8 " from "	53 33
Eastman's Springs and Railway Station	J. Boyd	½	12	11 " (from July 1, '05)	63 14
Easton's Corners and Railway Stn.	J. R. Spry	3	6	12 "	189 00
Easton's Cornersand Wolford Centre	W. H. Gardiner	5½	2	12 "	78 00
East Templeton and Railway Stn.	A. Larivière	1	12	12 "	110 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eauclaire and Galston	J. S. McDonald	7	2	12 months	100 00
Eauclaire and Railway Station	A. Ryan	¼	12	12 "	100 00
Edwards and Railway Station	T. H. Jacques	100 yds.	12	12 "	31 30
Eganville and Foymount	J. Tennant	15&15¼	3	12 "	236 49
Eganville and Germanicus	A. Sack	10	3	12 "	96 00
Eganville and Railway Station, G.T	J. Bulger	1½	12	12 "	81 38
do do C.P	B. P. Hartney	¼	12	12 "	58 50
Eganville and Perrault	M. Power	6½	1	12 "	48 00
Elm and Railway Crossing	E. J. Moorhead	½	3	12 "	35 00
Elmside and Railway Station	M.M.McCreadie	3½	6	12 "	125 00
Embrun and Longtinville	L. Mahew	3½	6	12 "	125 00
Embrun and Railway Station	J. Bruyère	½	12	12 "	75 12
Emmett and Killaloe Station	C. G. O'Grady	5½	2	12 "	69 70
Ettyville and Pendleton	H. McCauley	3	3	12 "	60 00
Fabvre and Montreal River	A. Verhelst	10½	1	8 " (to Feb. 28, '06)	66 67
Fabvre and Ville Marie	W. Gagné	12½	1	12 "	90 00
Fairfield East and Railway Station	S. E. Johns	⅛	3	12 "	35 00
Farran's Point and Osnabruck Centre	C. Cryderman	6	6	6 " (to Dec. 31, '05)	87 50
do do	J. A. Cameron	6	6	6 " from "	95 00
Farran's Point and Railway Station	J. A. Sheets	⅛	12	12 "	70 00
Farrellton and Railway Station	E. M. Farrell	½	12	12 "	60 00
Farrellton and Stagsburn	A. McDonald	6 & 5	2	12 "	55 27
Fassetts and Railway Station	F. Thomas	⅛	12	9 days (from June 22, '06)	1 24
Ferguson's Falls and Perth	J. H. Morris	19¼	6	9 months (to Mar. 31, '06)	300 00
Ferme Neuve and Rapide l'Orignal	L. Lafontaine	12	3	12 "	300 00
Fielding and Venosta	P. Mahoney	5⅞	2	12 "	35 00
Finch and Goldfield	J. McMahon	2½	3	12 "	65 00
Finch and Railway Stations	D. G. McMillan	3	12	12 "	270 00
Fitzroy Harbour and Galleta	C. Weir	4	6	2 " (to Aug. 31, '05)	60 00
do do	S. R. Learmouth	4	6	10 " from "	244 17
Fitzroy Harbour and Woodlawn	H. Weatherdon	10	6	12 "	265 00
Fleury and Greys Railway Station	A. Bean	500 ft.	6	8 " (from Nov. 1, '05)	67
Flower Station and Railway Stn	S. M. Lyon	1/16	12	12 "	25 00
Folger Station and Railway Station	W. Lee	1/16	12	12 "	25 00
Fort Coulonge and Leclair	C. Germain	4¾	2	12 "	61 75
Fort Coulonge and Railway Station	G. E. Jewell	⅓	12	12 "	44 95
Fort Coulonge and Schyan	do	35	1	12 "	100 00
Fort William and Pembroke	A. S. Maloney	22	6	12 "	300 00
Fort William and Wharf	J. McCool	140 yds.	12	Summer season	10 00
Fournier and Routhier	H. Blaney	8½	6	12 months	199 00
Franktown and Railway Station	R. Pierce	1½	12	12 "	140 00
Gagnon and McAuley's Siding	O. Gagnon	300 ft.	6	5 " (from Feb. 1, '06)	8 33
Galbraith and Middleville	J. Scoular	7	2	12 "	49 00
Galetta and Railway Station	J. W. Bean	¼	12	6 " and 21 days (to Jan. 21, '06)	33 25
do do	S. W. Beswick	¼	12	5 " and 11 days (from Jan. 21, '06)	26 22
Gaudette and Kiopewa	J. Cunningham	21 w. 40 s.	1	12 "	150 00
Gillies Depot and Railway Station	Gillies Bros.	¼	12	7 " (from Dec. 1, '05)	58
Glasgow Station and Railway Stn	E. Hutson	50 yds.	12	12 "	62 60
Glengyle and Railway Station	G. Morrison	50 yds.	12	4 " (Oct. 31, '05)	6 67
Glen Robertson and North Lancaster	R. McPhee	23¾	6	8 " and 5 days (to Mar. 5, '06)	281 28
do do	do	24½	6	3 " and 26 days (from Mar. 5, '06)	137 94

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glen Robertson and Railway Stn .	N. Laframboise.	100 yds.	24	12 months	79 00
Glen Roy and Munro's Mills.....	R. McDougall..	4	3	12 "	74 00
Glen Smail and Spencerville.....	E. Ellis, jr.	3	2	12 "	40 00
Glen View and Smiths Falls.....	W. Sheridan....	6	2	12 "	80 00
Golden Lake and Railway Station.	J. Larochelle...	1	12	12 "	60 00
Golden Lake and Zadow.....	A. Zadow.....	5	3	12 "	85 00
Goldwin and Vinton	T. M. Flynn....	3	3	12 "	52 00
Gorman and Shamrock	J. Sammon. ..	5	1	12 "	40 00
Gower Point and Westmeath . ..	N. Gratton....	9	3	9 " (to Mar. 31, '06).	93 75
Gracefield and Lake Cayament	E. Mercier.	12	1	12 "	94 00
Gracefield and McBean.....	J. L. Childs ..	4	3	12 "	78 00
Gracefield and Northfield Farm....	P. St. Jacques..	8	6	12 "	200 00
Grant and Railway Station.....	A. Charlebois...	3	6	12 "	150 00
Great Desert and Lake Talon ...	P. Boissonneault	4¼	1	3 " (to Sept. 30, '05).	15 00
do do . .	E. Tremblay....	4¼	1	9 " (from do).	45 00
Greenfield and Railway Station....	J. J. Cameron..	1	24	12 "	85 15
Green Valley and Railway Station.	D. A. McDougall	¼	24	12 "	84 00
Green Valley and St. Raphael West	J. André.....	7½	6	12 "	169 00
Griffith and Matawatchan.....	A. McLellan....	13	2	12 "	153 63
Grit and Nipissing Junction.....	M. Nelan.	7½	1	9 " (from July 1, '05).	30 00
Groveton and Spencerville..... .	A. Henderson. .	3	2	12 "	60 00
Guigues and Ville Marie	J. Lavigne.....	10	2	5 " & 10 dys (to Dec. 10, '05)..... .	69 10
do do	do	11	3	6 " 21 dys (from Dec. 10, '05).	130 35
Haileybury and Railway Station...	A. Ferland.....	½	12	3 " (to Sept. 30, '05).	39 00
do do ..	Chaput & Edmonds.....	½	12	9 " (from do).	117 00
Haileybury and Ville Marie.....	J. Lavigne.....	13	6	12 "	800 00
Haleys Station and Queens Line..	J. C. Anderson.	6	2	12 "	60 00
Halverson and Masham Mills.....	A. Foran.	10	2	3 " (to Sept. 30, '05).	18 25
do do	J. Moore. ..	10	2	3 " 21 days (to Jan. 21, '06). ...	32 07
do do	do	10	3	5 " 10 days (from Jan. 21, '06) ..	66 92
Hammond and Railway Station....	A. Gendron.	½	12	12 "	40 00
Hanbury and New Liskeard.	W. J. Emerson .	6	2	12 "	100 00
Hardwood Lake and Palmer Rapids	C. B. Marquardt	11	2	12 "	104 00
Harrisons Corner and Railway Station.....	C. McDonald...	¼	6	12 "	45 39
Hawkesbury and L'Orignal	G. H. Pharand	6	12	12 "	235 00
Hawkesbury and Calumet Railway Station.....	W. Lawlor.....	5	6	12 "	400 00
Hawkesbury and Railway Station..	B. McManus. ..	¼	24	12 "	125 20
Hawkesbury and Stepney.....	E. C. Smith....	2½	6	12 "	50 00
Hawthorne and Railway Station...	A. F. Graham..	5/16	6	12 "	65 00
Hazeldean and Stittsville..	J. A. Cummings	3½	6	12 "	150 00
Heaslip and Railway Station	J. Clark..	⅔	6	8 " (from Nov. 1, '05).	40 00
Heaslip and Tomstown	L. McFadden...	5¼	3	4 " (to Oct. 31, '05).	52 00
do do	J. Clark..	3	3	2 " 14 days (to June 14, '06).. .	41 21
Heckston and Hyndeman.....	W. D. Robinson	3	3	9 " 16 days (from Sept. 15, '05)..	39 54
Henry and L'Orignal..	L. Tessier.....	4½	3	12 "	100 00
Herberts Corners and Railway Station...	J. Herbert.. ...	7	6	12 "	155 00
Heyworth and Railway Station....	M. J. Moore....	2	6	12 "	80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
High Falls and Main Post Road	P. Pichette	½s, 2w	6	12 months	69 00
Hilliardton and New Liskeard	A. T. Shelp	23½	3	13 trips	6 50
Hilliardton and Tomstown	D. Atkinson	7½	2	5 months 26 dys (to May 15, '06)	76 50
Hopefield and Wilno	M. Daly	6	3	12 "	68 00
Hopetown and Lanark	T. Stewart	7	3	12 "	74 00
Hopetown and White	W. Bradford	12¾	2	12 "	100 00
Huberdeau and St. Remi d'Amherst	F. Leroux	9	3	12 "	135 00
Hull Railway Station and Ottawa	E. Masson	1 & 2	12 & 66	12 "	550 00
Hull and Simmons	B. A. Simmons	8	2	12 "	90 00
Hull and Street Letter Boxes	E. Masson	2½	12	12 "	150 00
Hunters Point and Kippewa	P. Kelly	24w, 26s	1	12 "	195 00
Hurdmans Bridge, Ottawa and Ottawa East	M. Fagan	1¾ & 1¼	3	12 "	112 00
Inkerman and Suffels Crossing	G. B. Daniels	2	24	12 "	266 00
Inlet and Thurso	C. Biehler	20½	3	3 " (to Sept. 30, '05).	85 00
do do	J. Berndt	20½	3	9 " (from do).	292 50
Innisville and Perth	B. I. Rathwell	20	6	3 " (from Ap'l 1, '06).	106 25
Irena and Rowena	W. J. Mullin	3	4 & 6	12 "	98 04
Ironside and Railway Station	A. Murphy	½	12	5 " (to Nov. 30, '05).	16 67
do do	J. L. Levesque	½	12	7 " (from do).	23 33
Iroquois and Pleasant Valley	J. A. Adams	14	3	12 "	147 00
Iroquois and South Mountain	J. Boyd	15	6	12 "	313 00
Jarnac and Ripon	J. B. Lacombe	8	1	12 "	50 00
Jasper and Railway Station	H. S. Moffatt	¼	12	12 "	45 00
Jessop Falls and Plantagenet	F. McKinnon	4	6	12 "	96 25
Jocko River and Railway Station	G. B. Campbell	1½	6	12 "	50 00
Jockvale and Ottawa	C. Watt	16	6	12 "	456 25
Johnstones Corners and South Gloucester	M. Stackpole	2	6	12 "	63 50
Joseph Farm and Maniwaki	J. Millar, sr	8	3s, 1w	12 "	60 00
Joynt and North Wakefield	R. Joynt	9½	3	12 "	180 00
Jules and Lake St. Mary	A. Philion	10	1	10 " 8 dys (from Aug. 24, '05)	85 33
Kazubazua and Railway Station	T. Marks	2	6	8 " 17 dys (from Oct. 24, '05)	21 36
Kemptville and Kemptville Junction Railway Station	C. H. Banks	2	24	7 mos. and 14 days (to Feb. 14, '06)	62 72
do do	H. Hutchins	2	24	4 " and 14 dys. (from Feb. 14, '06)	37 44
Kemptville and Merrickville	W. White	19½	6	12 "	625 00
Kemptville and Millars Corners	R. H. Dunlop	11¼	6	12 "	370 00
Kemptville and North Rideau	A. W. Powell	5½	2	12 "	80 00
Kemptville and Railway Station	S. C. Patterson	1	18	12 "	210 00
Killaloe Station and Railway Stn	M. Holly	100 yds.	12	12 "	62 60
Killaloe Station and Rockingham	J. L. Devine	16¾	6	12 "	670 00
Killaloe Station and Ruby	D. Doyle, jr	6	3	12 "	95 00
Kilmarnock and Smiths' Falls	W. H. Hunter	7	2	12 "	96 00
Kinburn and Limestone	J. Findlay	4	2	12 "	50 00
Kinburn and Panmure	E. D. Osborne	14	6	12 "	215 00
Kinburn and Railway Station	do	¼	12	12 "	62 80
Kingsmere and Railway Station	W. P. Murphy	4	6	Part of seasons 1905-1906	50 00
Kippewa and Railway Station	O. Latour	200 yds.	6	12 months	37 50
Kirk's Ferry and Railway Station	M. Reid	½	12	12 "	30 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Klock and Railway Station	T. S. Carpenter.	⅛	12	12 months	53 21
Knightington and Railway Station.	J. Knight	225 yds.	6	7 " (from Oct. 1, '05)	14 58
Labelle and Minerve	A.B.Desmarteau	14½	2	12 "	175 00
Labelle and Railway Station.	N. Nault.	15 acres.	12	12 "	75 00
Lac des Ecorces and St. Gerard de Montarville	J. Martin	12	2	12 "	140 00
La Conception and La Conception Station	J. Giroux	5½	6	12 "	135 00
La Conception Station and Railway Crossing	B. St. Jean.	300 yds.	6	12 "	60 00
Lac Wendigo and St. Emile de Suffolk	G. Nantel	15½	1	12 "	100 00
Ladysmith and Martin's Lake.	M. J. Larose.	5	1	12 "	40 00
Lake Dore and Osceola	M. Dick.	9½	6	12 "	234 00
Lake St. Mary and Lemay	F. Nault.	3	6	12 "	60 00
Lake St. Mary and Railway Stn.	do	8½	6	12 "	97 00
Lake Talon and Railway Station.	C. Lamarche, jr.	100 yds.	12	12 "	100 00
Lalonde and Plantagenet	H. Roy.	5	3	12 "	90 00
La Macaza and Railway Crossing	A. D Lapointe.	2¾	3	12 "	78 00
Lammermoor and Lavant Station	D. McInnes	14	3	12 "	235 00
Lanark and Middleville	C. Dodds	7	6	12 "	196 50
Lanark and Perth.	M. Murphy	12	6	4 "	26 66
do do	do	12	12	8 " (from Nov. 1, '05)	437 34
Lanark and Watson's Corners.	G. Fair	7	6	12 "	160 00
Lancaster and Williamstown	D. Munro	5	6	12 "	104 15
Lancaster and South Lancaster	W. Gillespie	1	12	12 "	125 00
L'Annonciation and Ry. Crossing.	E. Danis.	⅜	6	12 "	50 00
L'Annonciation and Ste. Veronique	M. Mercier	14½	1, 2,	9 " (to Mar. 31, '06)	60 00
do do	P. Chalut	14½	2	5 " 7 days from Jan. 25, '06)	72 00
La Passe and Westmeath	N. Gratton	9	3	3 " (from Apl. 1, '06)	31 25
Latchford and Railway Station	R. Morrison	⅛	12	4 " (to Oct. 31, '05)	6 39
do do	H. A. McNeil	90 yds.	12	8 " from "	0 67
Letter Kenny and Rockingham	J. Gallagher	6	1	12 "	50 00
Lime Bank and Manotick Station.	G. M. Brown	3½	3	12 "	79 00
Link and Railway Station	D. Lunan	25 yds.	12	7 " (from Dec. 1, '05)	0 58
Lochabar Bay and Railway Stn.	L. J. Scott	½	6	12 "	42 00
Loch Winnock and Railway Stn.	W. Durbrow	3¼	3	9 " (to Mar. 31, '06)	67 50
do do	A. J. Lindsay	3¼	3	3 " from "	22 50
Lodore and Watson's Corners.	J. Lorimier	7	2	12 "	65 00
Lord's Mills and Prescott.	J. Weir	9	3	12 days from June 19, '06	4 61
L'Orignal and Calumet Ry. Stn.	T. Huneault	3	6	12 months	350 00
Lorrainville and St. Isidore de Pontiac	J. Lalonde	9	1	3 " (to Sept. 30, '05)	13 00
do do	J. Archambault.	9	1	9 " from "	39 00
Lorranville and Ville Marie.	J. Bellehumeur.	6	3	12 "	112 50
Low and Railway Station	J. Irvine	1¼	12	3 " (to Sept 30, '05)	18 00
do do	H. Boland.	1¼	12	9 " from "	54 00
Lumsden Mills and Railway Stn.	J. Lumsden	¼	6	12 "	25 00
Luskville and Railway Station.	E. Desbiens	2	6	12 "	80 00
McAlpine and Railway Station	F. N. Carrière	50 ft.	6	12 "	34 00
McBean and White Fish Lake.	A. Lafrenière	4	1 & 3	12 "	71 44
McCool and Milberta	W. Montgomery	5½	1	12 "	26 00
McDonalds Corners and Snow Road Station.	P. McIntyre.	25	6	9 " (to Mar. 31, '06)	262 50
do do	W.A.McCulloch	25	6	3 " from "	92 50
McKee and Railway Station.	G. Morrison.	50 yds.	12	8 " (from Nov. 1, '05)	13 33
McMillan's Corners and Strathmore	D. McIntosh.	4½	3	12 "	56 66
Maberly and Pratt Corners	J. Foster.	6	1	12 "	30 00
Maberly and Railway Station	T. A. Charlton.	1¾	6	12 "	90 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mackey's Station and Railway Stn.	J. Dunlop	50 yds.	6	6 days (to July 6, '05)	0 80
do do	K. Morgan	50 yds.	6	11 mos. and 25 dys. (from July 6, '05)	19 73
McDougall and Oak Grove	S. F. Brown	½	3	12 "	25 00
Malakoff and Railway Station	A. Haggins	12	6	12 "	235 00
Maniwaki and Montcerf	J. B. Nault	15	6	12 "	200 00
Maniwaki and Railway Station	A. A. Rochon	¾	12	12 "	85 00
Maniwaki and River Joseph	L. Levesque	8	1	10 months, 23 days. Broken period	48 42
Manotick and Railway Station	P. L. Campbell	3½	6	12 months	130 00
Maple Ridge and Railway Station	R. Lathem	1¾	6	12 "	74 00
Martels Corners and Residence of E. Brownell	F. Martels	1½	3	1 " 7 days to May 21, 1906	3 96
Marvelville and St. Onge	J. B. Bourgie	11½	6	12 months	275 00
Maryland and Railway Station	S. Smith, Sr.	40 feet.	12	12 "	20 00
Maryland and Rutledge	P. Flaherty	11	2	3 " from April 1, '06	21 25
Maryland and Weirstead	P. S. Burman	3	1	9 " to Mch. 31, '06	15 00
do do	C. S. Cosgrove	3	1	3 " from "	5 00
Maryland and Wolf Lake	A. Foran	17½	2	9 " to Mch. 31, '06	91 50
Masson and Railway Station	A. Larose	¼	12	12 "	40 00
Mattawa and Railway Station	J. B. Belanger	¾	20	12 "	324 07
Mattawa and Town Hall Railway Station	N. A. Timmins	⅛	6	12 "	80 00
Maxville and Railway Station	W. Dousett	300 yds.	18	12 "	100 00
Maxville and Riceville	B. Beriault	17½	6	12 "	440 00
Meaco Lake and Railway Station	J. Nelson	5	3	Part of season 1906	16 67
Merrickville and Newmanville	G. E. Johnston	5¼	2	12 months	96 00
Merrickville and Railway Station	J. Mills	½	24	12 "	160 00
do do	do	½	12	12 "	85 00
Metcalfe and North Osgoode	H. A. Morrison	3	3	12 "	70 00
Metcalfe and Ottawa	J. Simpson	20	6	12 "	500 00
Metcalfe and Russell	J. Dowser	9½	6	6 " to Dec. 31, '05	142 00
do do	J. Watt	9½	6	6 " from "	150 00
Micaville and Perth	L. S. Byrne	9	4	12 "	187 00
Milberta and New Liskeard	J. A. Pritchard	12½	3	12 "	337 50
Milberta and Thornloe	R. J. Brittain	6½	1	4 " to Oct. 31, '05	16 33
Milleroches and Railway Station	G. W. Kezar	⅛	12	12 "	60 00
Monckland St'n and Railway St'n	W. R. McIntosh	15 yds.	24	12 "	100 00
Monte Bello and Railway Crossings	N. Charette	½	24	12 "	100 00
Monte Bello and St. Amédée	E. McCluskey	6	2	12 "	100 00
Montpelier and Ripon	A. Lemerie	7	2	12 "	49 90
Montreal River and Temagami	Shepard & Morse	26	1S3W	4 " from Mch 1, '96	66 67
Moose Creek and Railway Station	M. Lizotte,	½	24	12 "	70 00
Moose Creek and Sandringham	A. Labrosse	4½	6	3 " to Sept. 30, '05	31 00
do do	T. Dorey	4½	6	9 " from "	89 25
Morehead and Railway Station	D. Clarke	⅛	6	12 "	20 00
Morrisburg and Waddington, N.Y.	D. Roach	3	6	12 "	75 00
Morrisburg and Winchester	W. Ross	17	6	12 "	310 00
Moulinette and Railway Station	D. R. Gunn	120 yds.	12	12 "	60 00
Mountain and Railway Station	S. W. Van Allen	¼	24	12 "	100 16
Mountain and Reids Mills	T. Christie	7¼	6	12 "	154 75
Mountain and South Mountain	M. F. Barkley	3½	12	12 "	65 00
Mountain and Vancamp	W. Douglas	3¼	6	12 "	83 75
Mount St. Patrick and Railway St'n	T. J. Hunt	8¼	3	12 "	148 00
Mowat and Railway Station	T. Manion	1¼	12	12 "	120 00
Muldoon, Railway Station & Steels	J. J. Muldoon	3¾ & 5		12 "	214 40
Navan and Railway Station	J. Clarke	¾	12	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newington and Railway Station..	G. F. Jardine..	¼	12	12 months.....	75 12
New Liskeard, Judge and North Temiscamingue.....	P. Gibbons, Jr..	3 & 6	15. 16, 19, 21	8 " from Nov. 1, '05.	200 33
New Liskeard and North Temiscamingue.....	W. Judge.....	17W19S	2	4 " to Oct. 31, '05.	72 67
New Liskeard and Railway Station.	J. J. Lacoste...	1	12&18	12 "	291 90
New Liskeard and Tomstown .	T. S. Brickerden	31	3	Part of seasons 1905-06 ..	56 00
New Liskeard and Uno Park.....	A. D. Hermiston	8	2	4 months to Oct. 31, '05.	34 67
Nipissing Junction and RailwaySt'n	I. C. Ritchie...	1/8	12	12 "	62 60
Nominingue and Railway Station..	S. Martineau...	1/8	12	12 "	75 00
Nominingue and Rapids de L'Orignal	E. Sabourin	35	3	12 "	900 00
North Augusta and Railway Station	R. Bowman.....	4½	6	12 "	149 00
North Bay and Railway Station. ..	W. McDonald..	¼	52	12 "	417 86
do do	D. Cauley	¼	12	12 "	100 00
do do Transfers	C. P. Rwy. Co..	.....	....	12 "	795 60
North Bay and Widdifield.....	J Bailey.	9¼	1	6 " to Dec. 31, '05. .	37 50
North Branch and Russell	R. Scharf.....	2⅛	6	12 "	65 00
Northcote and Railway Station ...	J. M. Briscoe...	⅛	6	12 "	90 00
Northfield and Railway Station . .	W. W. Alguire .	1½	6	12 "	100 00
North Gower and Reeve Craig.. .	T. Salter. . .	3	2	12 "	75 00
North Low and Railway Station...	J. Gannon.....	4	6	12 "	149 00
North Onslow and Quyon.....	J. O'Donnell...	6	3	12 "	80 00
North Nation Mills and Railway Station.....	D. Landriau....	3½	6	12 "	176 00
North Valley and Osnabruck Centre	O. H. Grandaw.	1	3	12 "	60 00
North Wakefield and Railway Stn.	J. Blair.....	400 yds.	12	12 "	50 00
North Wakefield and Rupert.....	W. D. Gibson ..	5½	6	12 "	148 00
Norway Bay and Station.....	A. Macfarlane..	3	12	Season 1905..	20 00
Notre Dame de la Paix and St. André Avellin	A. Bock	10	3	6 mos. (to Dec. 31, '05..	75 00
Notre Dame de la Salette and Notre Dame du Laus.....	G. Roy.....	32½	3	11 " (to May 31, '06) and extra service.....	620 00
Notre Dame de la Salette and Notre Dame du Laus.....	E. Allaire.....	32½	3	1 mos. (from May 31, '06)	45 00
Notre Dame de la Salette and Poltimore..	M. Cummings..	7	3	12 "	100 00
Notre Dame du Laus and St. Gerard de M ntarville.....	P. Filiatrault. .	38	1	12 "	290 00
Oak Grove, Railway Station and Balsam Hill	S. F. Brown....	3½ & 1	6 & 3	12 "	175 00
Osgoode Station and Railway Stn..	M. J. Buckles..	40 yds.	6	12 "	15 00
Ottawa and Billing's Bridge.....	Elect. Trans. Co.	.....	....	Special trip	0 75
Ottawa and Ottawa East	M. Fagan...	1¼	6	12 months.	60 00
Ottawa and Post Office Department	J. Graves	120 yds.	as req.	12 "	743 40
do do do	E. Batterton....	120 yds.	as req.	12 "	602 40
Ottawa and Street Letter Boxes....	J. Delaney.....	23½	20¾ 18-1	2 " (to Aug. 31, '05)	341 16
do do	J. Gravelle....	23½	20¾ 18-1	10 " from "	1,691 84
Ottawa Railway Stations and Carriage of Letter Carriers.....	Ottawa Electric Railway Co...	.....	.....	12 "	8,030 00
Ottawa and Union Station	Electric Transfer Co.....	.....	.....	Special trip.	1 00
Ottawa and Richmond.....	J. Rielly.....	20	6	12 months...	626 00
Otter Lake and Ralph.	Gillies Bros....	88	1	12 "	225 00
Otter Lake and Shawville.....	S. Howes.	24	6	12 "	583 50
Oxford Station and Railway Stn .	A. J. Sanderson	¼	6	12 "	56 00
Packenham and Railway Station...	D. Shaw.....	¼	24	9 " (to Mar. 31, '06).	144 13
do do ..	F. H. Stevens...	¼	24	3 " from " ..	43 68
Palmer Rapid and Rockingham....	M. Scully.....	12	1	12 "	56 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Palmer Rapids and Strathtay	J. O'Brien	12	3	12 months	150 00
Pana and Railway Station	J. B. Adnams	150 ft.	6	6 " 17d. f. Dec.15,'05	5 46
Papineauville and Railway Crossing	A. O. Belanger	1/4	24	12 "	120 00
Pembroke and Railway Stn (C.P.)	J. P. Miller	1/4	36	12 "	200 00
do do	do	1/4	12	6 " (to Dec. 31, '05)	75 00
do do	do	1/4	14	6 " from "	81 00
do do	do	1/4	2	6 " (to Dec. 31, '05)	6 00
do do (G.T.)	do	75 yds.	6	12 "	20 00
Pembroke and Shady Hook	S. F. Sweezey	3½	3	52 "	115 00
Pembroke and Westmeath	T. Cecile	15s&12w	6	12 "	200 00
Pendleton and Papineauville Railway Crossing	H. Roy	17	6	12 "	500 00
Pendleton and Railway Crossing	J. Seguin	1	12	12 "	75 00
Perkins and Ste. Rose de Lima	C. Robitaille	7¾	4	11 "	175 00
Perretton and Government Road Crossing	J. Russell	3½	6	12 "	140 00
Perth and Playfair	O. J. Ennis	14	6	12 "	362 50
Perth and Railway Station	W. J. Plunkett	½	26	12 "	311 88
Perth and Rideau Ferry	S. Hall	6	6	3 " (to Sept. 30, '05)	50 00
do do	W. King	6	6	9 " from "	168 75
Perth and Tenneyson	I. Powers	10	1	12 "	48 62
Petawawa and Railway Station	W. Selkirk	200 yds.	3	12 "	72 00
Piperville and Railway Station	P. Sauriol	150 ft.	6	9 " (to Mar. 31, '06)	18 75
do do	A. Grignon	150 ft.	6	3 " from "	6 25
Plantagenet and Railway Stn (C.P.)	H. Roy	1	12	12 "	75 00
Point Alexander and Railway Stn	T. McAnulty	6	3	9 " (to Mar. 31, '06)	93 75
do do	H. Gunning	6	3	3 " from "	32 50
Point Comfort and Wright	C. Russ	14	28 1W	12 "	350 00
Point Gatineau and Quinneville	M. Gahagan	6½	2	12 "	100 00
Point Gatineau and Railway Stn	T. Gagnon	½	12	12 "	110 00
Portage du Fort and Railway Stn	J. E. Dolan	7	12	12 "	200 00
Portage du Fort and Ross	D. McLaren	3	3	12 "	65 00
Port Elmsley and Railway Station	J. McTavish	1½	6	12 "	94 00
Prescott and Ogdensburg	W. McInnes	2	18	12 "	360 00
Prescott and Railway Station (C.P.)	do	½	23	12 "	129 33
Prescott and Street Letter Boxes	do	2⅛ & 2⅕	18	12 "	131 04
Prescott and Throoptown	E. J. McMahon &J.M.Botham	13	4	12 "	353 50
Proulx and Routhier	J. Bougie	2¾	3	12 "	50 00
Quyon and Railway Station	W. Richardson	1	12	12 "	75 00
Radford and Shawville	S. Armstrong	3	6	12 "	110 00
Ramsayville and Railway Station	R. Ramsay	¼	6	9 " (from Oct. 1, '05)	30 00
Rankin and Railway Station	W. Meitz	6	3	12 "	175 00
Rapides des Joachims and Railway Station	E. McGee	6	6	12 "	220 00
Rapides des Joachims and Rowanton	J. O. Forget	20	3	12 "	350 00
Rapides des Joachims and Wharf	T. Manion	120 yds.	1	Part of seasons '05, 06	10 00
Rayeroft and Tatlock	R. White, Sr	4½	1	12 months	35 00
Renfrew and Railway Station (G.T.)	J. Harris	¼	12	12 "	59 47
do do (C.P.)	do	¼	24	12 "	119 00
do do (C.P.)	Eady Bros	¼	14	12 " less fine	85 20
do do (K. & P.)	J. Harris	¼	12	12 "	70 43
Renfrew and Shamrock	J. Rousselle	14	3	12 "	170 00
Richmond West and Stapledon	T. E. Riley	3½	3	12 "	78 00
Rideau View and Residence of J. Blair	J. Blair	¼	3	12 "	25 00
Ripon and St. Andre Avellin	C. Lafontaine	7	6	12 "	200 00
River Desert and Railway Station	V. Simoneau	½	12	12 "	75 00
Rockingham and Wingle	J. Wingle	17	2	12 "	130 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rockland and Railway St'n. (C.A.)	J. A. Dent	¼	12	12 months	48 00
" " (C.P.)	L. Dehaitre	2¾	6	12 "	100 00
Rockliffe and Railway Station	E. McKay	50 yds.	6	12 "	25 04
Rose Corners and St. Isidore de Prescott	L. M. Gratton	4	3	12 "	40 00
Rose Haven and Suffel's Crossing	J. M. Christie	1	6	6 " 17 days (from Dec. 15, '05)	30 04
Rowanton and Stubbs Bay	S. S. Cushman	42	1	12 "	350 00
Russell and Railway Station	J. McCaffrey	½	12	12 "	40 69
St. André Avellin and Ste. Emile Suffolk	J. Binda	20	12	6 " (from Jan. 1, '06)	300 00
Ste. Anne de Prescott and Railway Station	R. Perrault	5¾	6	12 "	175 00
St. Eugene and Railway Station	P. Kelly	800 yds.	12	12 "	50 00
St. Onge and Embrun Railway Station	J. B. Bourgie	¼	12	12 "	75 12
Ste. Rose de Lima and Railway Station	N. Beauchamp	¼	12	12 "	60 00
Sand Point and Railway Station	J. R. McDonald	1/16	12	12 "	109 55
Sarsfield and Railway Station	N. Daoust	2	12	12 "	90 00
Shamrock and Whelan Lake	S. Whelan	7	2	12 "	70 00
Shawville and Railway Station	J. A. McGuire	1	12	9 " (to Mar. 31, '06).	33 75
do do	do	⅓	12	3 " from "	11 25
Shawville and Stark's Corners	A. Elliott	6	3	12 "	100 00
Shields and Railway Crossing	H. M. Shields	90 ft.	3	12 "	25 00
Skye and Railway Station	D. I. McIntosh	10½	6	12 "	250 00
Smith's Falls and Railway Station	H. Carley	½	24	12 "	225 00
do do	N. C. Williams	½	13	9 " (to Mar. 31, '06).	202 50
do do	C. O'Reilley	½	13	3 " from "	67 50
South Indian and Railway Station	A. J. Leveillé	⅜	24	12 "	115 00
South March and Railway Station	J. Smyth	2	6	12 "	90 00
Spencerville and Railway Station	W. Lawson	1½	12	12 "	150 00
Stafford and Railway Station	R. Childerhose	6½	3	12 "	148 00
Stanley's Corners and Stittsville	J. Stanley	2	6	12 "	75 00
Stewartville and Railway Station	J. Stewart	3	6	12 "	125 00
Stittsville and Railway Station	S. Mann	120 yds.	12	12 "	62 60
Summerstown and Summerstown Station	R. Stevenson	3	6	3 " (to Sept. 30, '05).	22 50
do do	H. Haggerty	3	6	9 " from "	90 00
Summerstown Station and Railway Station	J. A. McMillan	400 yds.	12	12 "	72 00
Taylorville and Railway Station	R. Ramsey	¼	6	3 " (to Sept. 30, '05).	10 00
Temagami and Railway Station	D. O'Connor	⅛	12	12 "	71
Temagami and Temagami Park	D. O'Connor	13	3 & 6	1 " 17 days (from May 15, '06)	75 00
Temiscaming and Railway Station	J. A. Larochelle	200 ft.	6	8 " 17 days : broken period	13
Tetreauville and Railway Crossing	F. X. Trepanier	50 yds.	12	12 "	20 00
The Brook and Railway Station	E. Rouleau	¾	12	12 "	75 00
The Brook and The Lake	N. Ouellette	5	3	12 "	105 00
Thornloe and Railway Station	R. J. Brittain	90 rods.	6	8 " from Nov. 1, '05.	62 60
Thurso and Railway Station	A. Menard	¼	12	12 "	75 00
Thurso and Valencay	E. Rochon	13¼	4	12 "	260 00
Tomiko and Railway Station	J. Ferguson	5 acres.	12	5 " (from Feb. 1, '06)	42
Tomstown and Railway Station	J. Clark	3	3	5 " (to Mch. 31, '06).	83 33
Toyes Hill and Winchester Springs	G. Carter	3	3	12 "	56 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Uneeda and White Lake	T. Jones	5	2	11 mos. (from Aug. 1, '05)	45 83
Uno Park and Railway Station	A. D. Hermiston	½	6	8 " (from Nov. 1, '05)	50 00
Vankleek Hill and Railway Station	A. Mercier	½	24	10 " (to April 31, '06).	93 60
do do	E. Quesnel	½	24	2 " from "	19 08
Vars and Railway Station	J. Fraser	¼	24	12 "	80 00
Venosta and Railway Station	D. Haveron	⅓	6	12 "	26 00
Ventnor and Railway Station	W. Cook	5	6	12 "	110 00
Villain and Railway Station	G. Tardif	15 acres.	3	9 " (from Oct. 1, '05)	18 75
Vinton and Railway Station	M. Grace	2	7	12 "	125 00
Wakefield and Railway Station	F. Perron	¼	12	12 "	100 00
Wales and Railway Station	F. Warren	⅛	12	12 "	54 91
Waller and Harney's Crossing	P. Harney	1½	2	12 "	35 00
Waltham Station and Railway St'n	J. Chouinard	⅓	12	12 "	25 00
Wemyss and Railway Station	D. McFarlane	⅛	6	12 "	37 75
Wendover and Railway Crossing	H. St. Pierre	3	6	12 "	250 00
West Aylwin and Railway Station	J. Molyneux	⅓	6	4 " (from Mch. 1, '06)	3 33
Whitney and Railway Station	J. A. Devenny	⅛	12	12 "	100 00
Widdifield and Railway Station	A. New	¼	6	6 " (from Jan. 1, '06)	10 00
Wilno and Railway Station	M. George	100 yds.	12	12 "	60 00
Wilson's Bay and Sabourins Crossing	C. Wilson	1	2	12 months	65 00
Winchester and Osgoode Railway Station	W. Ross	24½ & 22	3	12 "	405 52
Winchester and Osgoode Railway Station	A. Barrigar	1	24	12 "	100 00
Winchester and Osgoode Railway Station	P. Hitsman	1	12	12 "	250 00
Wright and Railway Station	P. St. Jacques	1½	12	12 "	150 00
Wylie and Railway Station	J. Lyons	2½	3	12 "	89 00
Wyman and Railway Station	A. Pritchard	⅙	12	8 " (from Nov. '05)	23 33
				Total	$8,6842 65
				Less amount withdrawn from Guarantee Fund	300 08
					$86,542 57

APPENDIX B—*Continued.*

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Actinolite and Tweed	G. Way, sr.	5	12	12 months	249 00
Addison and Bells Station	W. Peterson	10	6	12 "	350 60
Adolphustown and Bath	G. Frances	14	6	12 "	260 00
Adolphustown and Napanee	J. E. Richardson	21½	6	12 "	400 00
Albert and Marysville	M. Carrigan	11½	6	12 "	249 00
Albury and Rednersville	W. Weese	4	6	12 "	140 00
Allisonville and Consecon	B. C. Ainsworth	8	3	12 "	135 00
Allsaw and Minden	G. Hope	12	2	6 " (to Dec. 31, '05).	55 00
do do	do	11	2	5 " (to May 31, '06).	77 09
do do	do	11, 140 r.	2	1 " from "	16 03
Ameliasburg and Belleville	C.S.Cunningham	10	6	12 "	400 00
Anson and Railway Station	A. McMullen	200 yds.	6	12 "	45 00
Apsley and Coe Hill	J. Blackburn	21	2	12 "	217 88
Apsley and Lakefield	P. Kennedy	31	3	11 " 15 dys. to June 15, '06	429 33
Apsley and Loon Lake	A. Woods	7	1	12 "	25 00
Apsley and Mount Julian	P. Kennedy	16	6	16 days from June 15, '06	18 67
Apsley and Paudash	H. White	14	1	12 months	58 00
Arden and Dead Creek	W. P. Campbell.	7	2	12 "	75 00
Arden and Elm Tree	N. Hinchey	7	1	12 "	33 80
Arden and Railway Station	J. E. Hays	1	6	12 "	35 00
Athens and Brockville	C. Mullen	14	6	12 "	350 00
Athens and Oak Leaf	C. J. Slack	10	6	12 "	225 00
Athens and Plum Hollow	W. B. Newsom.	6	4	12 "	118 64
Athens and Station	J. H. Ackland	½	24	12 "	94 00
Atkinson and Washburn	J. Atkinson	3½	2	12 "	80 80
Bailieboro and Millbrook	R. J. Porter	7	6	12 "	198 00
Ballantyne's Station and Railway Station	J. Hysop	½	2	12 "	26 25
Bancroft and Beechmont	C. Plumley	6	1	12 "	30 00
Bancroft and Bronson	G. Payne	4	2	12 "	60 00
Bancroft and Monk Road	E. Kerr	8	1	12 "	30 00
Bancroft and Wood	E. Kerr	9½	1	12 "	30 00
Bannockburn and Railway Station	S. McEwen	⅛	6	12 "	75 00
Barrett and Sharp Corners	G. W. Fox	5½	2	12 "	70 00
Bath and Ernestown Station	C. Mills	3½	12	3 " (to Sept. 30, '05).	50 00
do do	C. Barriage	3½	12	9 " from "	146 25
Bath and Stella	W. J. Beaubien.	6½	6	12 "	469 50
Battersea and Keelerville	S. J. Lake	5	3	12 "	100 00
Battersea and Kingston	G. Stoness & G. A. McFarlane.	16	6	12 "	400 00
Bayside and Belleville	J. E. Rathbun	6	6	12 "	120 00
Bedford Mills and Newboro	G. F. Page	6	3	12 "	75 00
Belleville and Albert College	W. P. Dyer	1½	6	12 "	25 00
Belleville and Frankford	F. Spencer	14	3	12 "	157 56
Belleville and Railway Stn. (Mid.)	H. B. Cronk	1¼	36	7 " (to Jan. 31, '06).	276 00
do do	G. L. Sills	1¼	36	5 " from "	193 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Belleville and Street Letter Boxes..	H. B. Cronk....	5	12	7 mos. (to Jan. 31, '06).	145 83
do do ..	G. L. Sills....	5	12	5 " from " ..	104 16
Belleville and Tweed.....	A. Aselstine....	25	6	12 "	555 48
Belleville Junction Transfers	T. H. Coppin...	.....	6	12 "	78 25
Bellrock and Moscow Station. ...	E. L. VanLuven	5½	6	12 "	125 00
Bellview, Railway Station and Transfer of Mails....	D. Bell...	¼	6 & 12	12 "	85 00
Bensfort and South Monaghan.....	J. Lucy	6	6	12 "	180 00
Bessemer and L'Amable Railway Station.....	Mineral Range Iron Mining Co., Limited..	5	6	3 " from Apl. 1, '06.	0 25
Bewdley and Port Hope.....	J. F. Beatty....	13 & 16½	6	7 " (to Jan. 31, '06, and extra trips)	175 26
do do	C. A. Hagarman	13 & 16	6	5 " from " ..	225 00
Big Island and Demorestville.....	E. Cole....	5	2	12 "	60 00
Birdsall's and Railway Station.....	E. Davidson...	1	6	12 "	40 00
Birds Creek and New Carlow.....	N. T. Armstrong	17¼	2	9 " (to Mar. 31, '06, and arrears)...	166 62
do do	R. W. McNab..	18½	2	3 " from Mar. 31, '06	67 50
Black River Bridge and Picton....	J. Daynard... .	7½	3	12 "	110 00
Blairhampton and Carnarvon.....	N. McPhaden...	4	3	12 "	88 00
Blairton and Havelock..	M. J. Wood. .	8	3	12 "	141 00
Bloomfield and Chisholm.....	S. S. Henderson.	4	3	12 "	65 00
Bloomfield and Crofton	S. Cross.....	11	3	1 " (to July 31, '05).	18 20
do do	P. Nelson ...	11	3	11 " from " ..	206 25
Bloomfield and Railway Station ...	E. Parker	¼	24	12 "	100 16
Bobcaygeon and Rogers Creek.	Q. Moore. ...	5	2	8 " from Nov. 1, '05.	53 33
Bobcaygeon and Silver Lake.....	E. Harrison . .	9	2	12 "	126 24
Bogart and Otter Creek.....	M. Lesarge.....	3¼	2	12 "	40 00
Bogart and Tweed.....	P. Lusk	4	6	12 "	124 60
Bougard's Corners and Picton.....	J. B. Bougard..	10½	6	12 "	214 00
Brighton and Campbellford.....	J. Weese.....	20	6	9 " to Mar. 31, '06..	251 25
do do	G. L. Loomis. ..	20	6	3 " from " ..	91 25
Brighton and Lovett...	J. A. Marshall..	5½ & 6	6	12 "	258 92
Brockville and Railway Stn. (B.W.)	P. J. Venney...	1	24	12 "	238 00
Burgess Mines and The Corners....	W. Mackie.	4	3	12 "	75 00
Buck Lake and Perth Road..	J. Thomas	4	2	12 "	40 00
Burnbrae and Hoards Station.....	W. Wallace.....	5	6	12 "	166 68
Burnbrae and Sarginson..	J. Finch..	5	3	9 " to Mar. 31, '06..	56 25
do do	S. Finch.....	5	3	3 " from " ..	29 25
Burnley and Castleton	B. Johnston ...	8	3	1 " to July 31, '05..	13 00
do do	O. S. Moore ...	8	3	11 " from do ..	128 34
Caintown and Graham.....	A. W. Ladd....	3	3	12 "	50 00
Campbellford and Godolphin	D. Fairman.....	5	2	12 "	65 00
Campbellford and Havelock.....	H. Coveney	12	6	12 "	295 00
Campbellford and Railway Station.	B. Mulhearn....	½	18	12 "	93 90
Carmel and Castleton.....	J. Knapp.....	3	3	3 " to Sept. 30, '05..	15 60
do do	R. Vansicklen..	3	3	9 " from do ..	46 80
Catchacoma and Halls Bridge.....	J. Westlake	16	1	12 "	74 72
Centreton and Grafton	W. Taylor.....	27½	6	12 "	435 00
Centreville and Newburgh.....	E. Lyons.	7½	6	12 "	149 00
Chaffey's Lock and Elgin.....	G. Randall.....	6 m & 100 yds.	2 & 4	12 "	95 64
Chatterton and Foxboro'.	S. P. Morden...	3½	3	12 "	86 00
Cheddar and Pusey....	A. Southworth..	10	2	12 "	81 24
Cherry Valley and Point Petre....	J. Moore.. . ..	6	1	12 "	38 48
Cherry Valley and Salmon Point...	J. M. Bentley ..	6	2	12 "	49 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Clarine and Norwood	C. Crowe	12	3 & 2	12 months	170 00
Cloyne and Bon Echo	H. W. Spencer	3	6	2 " 15 dys to Sept. 15, '05	30 00
Cloyne and Denbigh	R. Head	28	1	3 " to Sept. 30, '05	33 75
Cloyne and Harlowe	W. Thompson	11	2	12 "	91 00
Cloyne and Railway Station	L. Roluf	16½	6	12 "	315 00
Cobourg and Harwood	A. Keane	16	6	9 " to Mar. 31, '06	216 00
do do	T. E. Colhoun	16	6	3 " from do	72 00
Cobourg and Railway Station	J. R. O'Neill	½	6	12 "	35 00
Cobourg and Roseneath	T. Ingham	20 m & 6 rods	6	12 "	404 00
Cobourg and Street Letter Boxes	J. Fox	2¾	12	12 "	211 22
Cobourg and Wharf	do	¼	6	Part of Seasons 1904-5	36 05
Coe Hill and Brinklow Station	J. Vassaw	7	6	4 " 21 dys. from Nov. 10	156 65
Coe Hill and Faraday	W. H. Neal	8	2	12 "	70 00
Coe Hill and Railway Station	A. Watt	½	6	4 " 9 dys. to Nov. 9, '05	26 90
do do	do			3 " from Mar. 31, '06	18 75
Coe Hill and the Ridge	C. W. Gunter	28	2	12 " (less 4 trips)	192 31
Colborne, Dundonald and Penryn	J. J. McDonald	13½	6	12 "	190 00
Colborne and Lakeport	C. F. Marshall	2½	12	1 " to July 31, '05	12 50
do do	W. Hoskin	2½	12	11 " from do	178 75
Colborne and Warkworth	R. J. Lapp	16	6	1 " to July 31, '05	29 17
" do	M. A. Palmateer	16	6	11 " from do	315 33
Colebrook and Yarker	P. Hart	1	6	12 "	75 00
Collins Bay and Railway Station	J. J. Losee	¾	12	12 "	50 00
Combermere and Fort Stewart	J. Stubbs	21¼	3	12 "	193 40
Combermere and Maynooth	J. Maddocks	22	1	12 "	144 00
Consecon and Railway Station	F. A. Cory	¾	24	12 "	124 80
Cooper and Madoc	J. Canniff	11	3	12 "	102 05
Cooper and The Flats	M. James	5	2	12 "	71 25
Copes Falls and Tory Hill	J. W. Cope	8	2	12 "	75 00
Cordova Mines and Havelock	J. G. Covert	10	6	12 "	313 00
Cordova Mines and Vansickle	E. W. Cole	6	2	12 "	69 00
Cottesloe and Norwood	M. Paget	8½	3	12 "	156 00
Craneworth and Portland	J. Wilson	5¾	1	12 "	36 56
Crosby and Railway Station	J. Freeman	100 yds.	6	12 "	15 60
Crow Lake and Sharbot Lake Railway Station	J. W. Knapp	9	2	12 "	80 00
Croydon and Napanee	J. Crawford	15 m. & 130 rods.	6	12 "	296 80
Curve Lake and Selwyn	D. E. Whetung	3½	2	12 "	29 76
D'Arcy and Kingston	T. J. Driscoll	18	3	12 "	371 84
Deer Lake and Highland Grove	A. W. Willis	3	2	12 "	32 00
Deloro and Railway Station	H. N. Darling	1½	12	12 "	110 00
Delta and Railway Station	P. A. Jackson	½	24	12 "	95 00
Demorestville and Green Point	C. E. Shortt	9	3	12 "	150 00
Denbigh and Griffith	A. Lockwood	14	2	12 "	128 00
Denbigh and Plevna	J. W. White	23	3	4 " to Oct. 31, '05	133 00
do do	G. Johnston	23	3	8 " from do	266 00
Denbigh and Slate Falls	L. M. Pringle	6	2	9 " March 31, '06	33 75
do do	S. Rodgers	6	2	3 " from do	13 00
Deseronto and Street Letter Boxes	The Rathbun Co.	2	19	12 "	166 00
Desert Lake and Hartington	W. Snook	9	2	12 "	110 00
Desmond and Moscow Station	J. W. Stewart	2½	3	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Donaldson and Wilbur Station	W. J. Donaldson	3½	3	12 months	50 00
Dufferin and Kingston Mills	S. Donaldson	3½	3	12 "	80 80
East Hungerford and Erinsville	J. P. Whalen	8	2	12 "	88 00
Eldorado and Empey	J. N. Moore	3¾	2	12 "	55 00
Elgin and Railway Station	G. Cheaney	3¼	24	12 "	246 00
Ellisville and Lyndhurst	J. D. Wetherell	8¼	3	12 "	157 00
Ennismore and Peterboro	P. J. Scollard	10	6	12 "	291 00
Enterprise and Trafford	C. Whelan	9½	1	12 "	41 40
Enterprise and Wilkinson	P. Finn	8¼	2	12 "	41 00
Essonville and Tory Hill	H. Maguire	4	2	12 "	55 00
Ewan and Furnace Falls Railway Crossing	W. J. McMahon	14	3	12 "	193 00
Fellows, Odessa and Violet	D. W. Shea	6	6	3 " from Apl. 1, '06.	42 87
Fernleigh and Plevna	M. Davy	5½	2	12 "	60 00
Flinton and Kaladar Station	J. Kirkpatrick	8	6	12 "	240 00
Fort Stewart and L'Amable Railway Station	J. C. Stubbs	19	6	12 "	449 00
Fowler's Corners and Best's Railway Station	W. Dinsdale	1½	6	2 " (to Aug. 31, '05)	20 83
Fowler's Corners and Best's Railway Station	R. Maitland	1½	6	10 " from "	104 17
Foxboro and Railway Station	H. W. Barager	1½	12	12 "	162 76
Frankford and Maple View	A. W. Simmons	6	3	12 "	75 00
Frankford and Railway Station	J. Chapman	200 yds.	12	12 "	78 00
Frankville and Railway Station	G. Pepper	11	6	14 dys. to July 14, '05.	9 28
Fraserville and Railway Station	A. Kidd	—	6	12 months	20 00
Freeland and Portland	G. W. Cannon	3	2	2 " from May 1, '06.	16 67
Fuller and Moira	A. Herity	4	2	12 "	48 00
Ganonoque and Seeley's Bay	J. Sherby	15	3	12 "	247 50
Gananoque and Street Letter Boxes	D. E. Jackson	2¾	13	12 "	145 00
Gananoque and Wilstead	G. T. Keyes	5¼	3	12 "	156 00
Gananoque Junction and Railway Station (G.T.)	E. A. Dorman	—	18	6 " from Jan. 1, '06.	7 50
Gardenville and Weller's Bay Statn	J. Dymond	1	6	12 "	40 00
Gilead and Poucher's Mills	W. Clare	3	2	12 "	52 00
Gilmour and Railway Station	C. Gunter	100 yds.	12	12 "	20 00
Glanmire and Millbridge	H. E. Lummiss.	7	1	12 "	52 00
Glenburnie and The Corners	S. Shurtleff	⅞	12	12 "	90 00
Glenfield and Vennachar	H. W. Snider	4	1	12 "	40 00
Glen Millar and Trenton	T. H. Sweetman	3½	6	12 "	140 00
Glen Ross and Ry. Station (C.O.)	C. Hoard	60 rods.	6	12 "	30 00
Glenvale and Sharpton	S. Swain	4	2	12 "	70 68
Godfrey and Reynoldston	C. W. Reynolds.	7	2	12 "	53 72
Gooderham and Hadlington	J. J. Hadley	11	1	12 "	65 00
Gooderham and Railway Station	E. A. Gould	½	12	12 "	62 60
Gooderham and Ursa	S. Kettle	6	1	12 "	35 00
Gosport and Napanee	A. McWain	19¾	3	12 "	195 00
Grafton and Railway Station	S. Howard	1	7	13 "	85 00
Grenadier Island and Poole's Resort	D. E. Williams.	1¼	6 & 3	12 "	90 00
Guerin and Railway Station (C.P.)	S. Murphy	2	3	12 "	75 00
Gull Creek and Tamworth	A. McKim	8¼	2	12 "	65 00
Gunter and St. Ola Railwy. Station	D. Trumble	6½	6	12 "	225 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Haliburton and Railway Station	S. Adams	¼	12	12 months	55 00
Haliburton and Wicksteed	D. H. Anderson.	10	1	12 "	55 00
Halloway and Railway Station	E. Rose	1154yds.	12	12 "	74 88
Hall's Glen and Lakefield	D. Madill	13¾	3	12 "	206 72
Hall's Lake and Minden	J. Welch	18	2	12 "	215 00
Harcourt and Kennaway	W. Scutt	7	1	12 "	53 00
Harcourt and Ry. Station (I.B.& O.)	D. Davis	20 rods.	6	12 "	35 00
Harrowsmith and Sydenham	E. R. Martin	4	6	12 "	48 00
Hartsmere and Hermon	J. Bremner	10¾	2	12 "	108 48
Hastings and Railway Station	T. J. O'Neil	¼	6	12 "	50 00
Havelock and Oak Lake	S. Hubble	16	1 & 2	12 "	115 00
Havelock and Railway Station	E. E. Lancaster.	265 yds.	18	9 " (to Mar. 31, '06).	63 75
do do	D. D. Hogg	265 yds.	18	3 " from "	21 25
Havelock Transfers	P. G. Cromar	—	—	12 "	46 00
Hiawatha and Peterboro	W. W. Cowie	13½	2	12 "	125 00
Highland Grove and Railway Statn	J. F. McMillan.	200 yds.	6	12 "	50 00
Hillier and Railway Station	R. C. Titus	½	24	9 " (to Mar. 31, '05)	45 00
do do	W. W. Poste	½	24	3 " from "	30 00
Hillier and Rosehall	R. H. Pettingill.	2½	3	12 "	117 48
Indian River and Ry. Station (C.P.)	J. Duff	1/16	12	12 "	75 00
Ingle and Roblin	J. Crawford	4	2	8 " from Nov. I, '05.	33 33
Ingle and Tamworth	H. M. York	5	2	6 " from Oct. 1, '05.	16 67
Irondale and Railway Station	P. Barr	½	12	12 "	62 60
Ivanhoe and Railway Station	L. W. Seeley	3	12	12 "	180 00
Ivy Lea and Lansdowne	M. H. McNeil	4	3 & 6	12 "	97 00
Jellyby and Railway Station	W. Fitzgerald	300 yds.	3	12 "	50 00
Jermyn and Lang	M. Carter	4	6	12 "	110 00
Jones Falls and Morton	M. Muchmore	3	3 & 6	12 "	79 00
Keene and Railway Station	R. McIntyre	1½	12	12 "	50 00
Kingston Letter Carriers Service	Kingston Portsmouth & Cataraqui Elec. Ry. Co.			12 "	150 00
Kingston and Newburg	C. H. Finkle	27	6	12 "	400 00
Kingston and Perth Road	W. Silver	18	6	12 "	450 00
Kingston, Portsmouth, &c.	T. C. Wilson	2¼	12	12 "	160 00
Kingston and Street Letter Boxes	B. McConville			12 "	821 25
Kingston and Sydenham	E. R. Martin	18	6	4 " (to Oct. 30, '05).	83 33
do do	do	18½	6	8 " from "	183 33
Kingston and Westport	F. T. Stafford & W. J. Wing	47	6	12 "	708 00
Kingston and Willetsholme	H. M Wenborn	16½	3	12 "	400 00
Kingston Station and G. T. Junction	J. P. Hanley	2	26	12 "	36 00
Kinmount and Mount Irwin	T. Peacock	7	2	12 "	81 00
Lakefield and Lakehurst	A. G. Shearer	19	3	12 "	240 00
Lakefield and Railway Station	J. M. Bygott	¼	18	12 "	103 29
Lakefield and Young's Point	P. A. Kearney	5½	6	12 "	181 65
Lake Opinicon and Perth Road	C. Babcock	10	3	12 "	90 00
L'Amable and Bronson Station	J. R. Tait	1½	6	12 "	85 00
Lang and Railway Station	A. Esson	1	12	12 "	93 90
Lansdowne and Melcombe	E. E. Landon	4	3	12 "	104 00
Lansdowne and Rockfield	J. E. Herbison	8	6 & 3	6 " (to Dec. 31, '05).	97 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name. of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Lansdowne and Rockfield	B. Warren	7	6 & 3	6 mos. from Dec. 31, '06	110 00
Lansdowne and Railway Station	T. E. Keating	½	6	12 "	62 60
Lansdowne and Sand Bay	E. Patience	11 1/10	3	12 "	152 16
Latimer and Woolf's Corner	M. E. Traves	1	3	12 "	62 48
Lavant Station and Plevna	M. Card			9 " (to Mar. 31, '06).	142 50
do do	do			3 " from "	47 50
Leinster and Overton	J. Schamehorn	6	3	12 "	88 00
Leland and Oates	J. Buck	4½	2	12 "	50 00
Lime Lake and Marlbank	H. Fitchett	4	3	12 "	70 00
Lochlin and Railway Station	G. W. James	¼	12	12 "	40 00
Long Lake and Mountain Grove	I. M. Smith	8	3	12 "	112 50
Lyn and Railway Station (B. & W.)	P. F. Clow	⅛	18	12 "	90 00
Lyn and Railway Station (G. T.)	W. A. McLean	1	6	12 "	55 00
Lyndhurst, Morton and Railway Stn	T. Sly	2¾ & 3½	12 & 6	9 " (to Mar. 31, '06).	71 25
do do	B. Brownbridge			3 " from "	23 62
McIntosh Mills and Mallorytown	R. Leeder, jr.	14	6	12 "	325 00
McKenzie Lake and Madwaska Stn.	J. Payne	14	1	12 "	73 00
McLean and Parham	H. Vanvolkenburgh	8¼	2	12 "	89 00
Madoc and Queensboro	J. Canniff	8	6	5 " (to Nov. 30, '05).	98 25
do do	E. Groves	8	6	7 " from "	175 00
Madoc and Railway Station (C. O.)	G. Alcombrack	7	12	12 "	295 00
do do (C. P.)	J. Henderson	6½	7	12 "	295 00
do do G. T.	C. Caverley	½	24	12 "	125 00
Mallorytown and Pooles Resort	W. E. Williams	5	6 & 3	12 "	143 64
Mallorytown and Rockfort	A. Dickey, jr.	12½	6	12 "	252 49
Mallorytown and Sherwood Spring	W. A. Empey	7	3	12 "	81 74
Malone and Railway Station	W. D. Nickle	¾	6	12 "	80 00
Manhard and Clarke's Crossing	W. H. Smith	130 rods	3	10 " 16 days (from Aug. 16, '05)	35 00
Maple Lake and Minden	J. Barry	22½	2	12 "	260 00
Maple Lake and West Guilford	do	3	2	12 "	25 00
Marmora and Railway Junction C.O.	R. A. McWilliams	4	2	12 "	140 00
Marmora and Railway Station	do	2½	12	8 " (to Feb. 28, '06).	67 33
do do	J. Flynn	2½	12	4 " from "	2 10
Marmora and Shanick	M. Sheridan	9	2	12 "	80 00
Marmora and Stirling	W. Hulin	16	6	12 "	265 00
Maynooth and Bancroft Railway Station	W. J. Fitzgerald	15¼	6	12 "	384 48
Millbridge and Railway Station	C. Donaldson	1¼	6	12 "	95 00
Minden and Railway Station	T. Stinson&Sons	7½	12	12 "	206 58
Minto and Sine	C. G. Reid	3	3	12 "	70 00
Moira and West Huntingdon Railway Station	S. Clapsaddle	5	6	12 "	144 00
Moneymore and Roslin	J. W. Burley	5½	1	12 "	39 00
Morven and Napanee	N. Ungar	5 m. & 150 yds.	6	12 "	150 89
Mountain Grove and Railway Stn.	A. McDonald	100 yds.	12	12 "	25 24
Mountain View and Rossmore	R. J. Welsh	6	6	5 " (to Nov. 30, '05).	76 50
do do	C. H. Clark	6	6	7 " from "	175 00
Mount Julian and Burleigh Road	P. Kennedy	3	3	Season 1905-6	49 97
Murray and Railway Station	H. A. Boyce	1	24	12 months	185 00
Napanee and Street Letter Boxes	R. A. Leonard	1½	18	12 "	75 00
Napanee and Switzerville	P. E. R. Miller	6	3	12 "	96 00
Naphan and Poucher's Mills	J. D. Naphan	12½	2	12 "	72 12
Newbliss and Irish Creek Station	G. Pepper	5	6	11 " and 17 days (from July 15, '05)	189 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newboro and Railway Station	J. H. Butler.	⅕	24	12 months	99 48
Newboro and Smiths Falls	H. Bishop	29 & 25	6	3 " (to Sept. 30, '05).	124 25
do do	L. S. Lewis	29 & 25	6	33 Trips	34 75
do do	R. O. Ligett	29 & 25	6	3 "	9 00
do do	N. Clemons	29 & 25	3	102 "	265 20
do do	J. R. Wight	29 & 25	3	22 "	66 00
New Dublin and Bellamy's Station	J. Horton	3½	3	12 months	75 00
Norwood and Railway Station	D. Foster	½	20	12 "	344 19
Norwood, Warkworth and Railway Station	C. McDonnell	16 & 6	6	12 "	460 00
Odessa and Railway Station	S. Clark	5	12	12 "	260 00
Odessa and Violet	D. W. Shea	6	6	9 " (to Mar. 31, '96).	87 75
Ormsby and Railway Station	J. McKenzie	⅓	12	7 " 9 days broken period	36 50
Ormsby and Thanet	W. McKillican	5	2	12 "	39 00
Parkhouse and Railway Station	J. B. Labarge	½	3	12 "	15 00
Parma and the Pines	W. E. Buck	6	3	12 "	98 48
Perth and Westport	J. F. Mulville	23	2	12 "	190 00
Peterboro' and Railway Stations (C. P. and G. T.)	A. Reid	½ & ¼	92	12 "	719 85
do do	A. Kingscote			Special trips	17 00
Peterboro' and Street Letter Boxes	do	5 m. & 1,582	12	12 months	238 29
Peterboro and Warsaw	J. Crowe	16	6	12 "	265 00
Petworth and Yarker	J. C. Wallace	4	6	12 "	150 00
Phillipston and Poucher's Mills	W. H. Sills	5	3	12 "	84 79
Philipsville and Elgin Station	H. A. Laforty	2 & 5½	12	12 "	225 00
Picton and Prinyer	J. Williams	15	6	12 "	475 00
Picton and Railway Station (C.O.)	C. Way	7/8	24	12 "	100 16
Picton and Solmesville	J. I. Thompson	18 1/6	6	12 "	295 00
Picton and South Bay	W. Robbins	19½	6	3 " (to Sept. 30, '05).	98 75
do do	P. McCrimmon	19½	6	9 " from do	296 25
Picton and Street Letter Boxes	W. V. Pettit	1	12	12 "	78 25
Picton, West Lake and West Point	A. Mills	10 m. 8 m. 50 rods	3 & 6	12 "	250 00
Plevna and Clarendon Station	W. Martin	22	3	12 "	270 00
Point Traverse and South Bay	F. Bougard	8	3	12 "	98 40
Portland and Crosby Railway Stn.	W. G. Singleton	5	6	12 "	167 00
Portland and Smiths Falls	G. W. Cannon	18	6	2 " (from May 1, '06)	99 17
Preneveau and Rylstone	J. Hegadorn	8 mls. & 400 ft.	3	6 " (to Sept. 30, '05).	65 62
do do	W. Hoard	8 mls. & 400 ft.	3	6 " from "	65 62
Pusey and Railway Station	J. Shea		6	12 "	50 00
Read and Shannonville	P. Brennan	13¾	6	12 "	267 48
Roblin and West Plain	C. Sedore	3	2	12 "	25 00
St. Lawrence and Wolfe Island	S. D. Woodman	14	2	12 "	135 00
Sharbot Lake and Railway Station	J. L. Geraldi	⅛	14	6 " (to Dec. 31, '05).	73 60
do do	H. J. Thomson	⅛	14	6 " from "	72 40
Sharbot Lake and Zealand	J. Erwin	5½	2	12 "	74 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sidney Crossing and Railway Station, G.T.	W. R. Vanderwoort	1	6	12 months	75 00
Simcoe Island and Wolfe Island	T. Busch	3½	1	Season 1905, '06	21 00
Soperton and Railway Station, B. W. & S. S. M.	S. W. Stafford	½	6	12 months	50 00
Springville and Fraserville Railway Station	D. V. Trew	3	6	12 "	100 00
Stirling and Railway Station and Letter Box	S. S. Ashley	¼	18, 6	10 " (to Mar. 31, '06).	91 00
do do	J. G. Richards	¼	18, 6	2 " from "	18 55
Toledo and Forthton Station	G. Pepper	10	6	11 " 17 days (from July 15, '05)	233 82
Tory Hill and Railway Station	J. H. Anderson	10 rods.	12	12 "	50 00
Trenton and Railway Station	J. E. Rathbun	¼	36	12 "	187 80
Trenton and Wooler	J. W. McColl	9	6	12 "	276 67
Tuftsville and Madoc Junction	P. Tufts	1/15	6	12 "	24 00
Tweed and Railway Station	O. C. Frost	320 yds.	26	12 "	224 88
Umfraville and Turriff Railway Station	J. McCabe	4	3	12 "	115 00
Villiers and Railway Station	J. Hastie	2	6	12 "	123 00
Wellington and Railway Station	A. W. Clarke	¼	24	12 "	46 80
Wellman's Corners and Railway Station	T. Hubble	2	6	12 "	150 00
West Huntingdon and Railway Stn	A. Adams	¼	6	12 "	50 00
Westport and Railway Station (B. & W.)	J. H. Whelan	1	24	12 "	136 00
Westport and Railway Station (K. P.)	F. C. Knapp	20	3	12 "	268 00
Westwood and Railway Station	J. Doherty	2½	6	12 "	142 24
Wilbur and Railway Station	R. Richardson	10 yds.	6	12 "	10 00
Total					46,111 39
Less amount withdrawn from Guarantee Fund					146 27
					45,965 12

APPENDIX B—*Continued.*

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division made within the year ended June 30, 1906.

Name of Route.	Name of Contracror.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberdeen and Durham	L. Elvidge	13½	3	12 months	125 13
Abingdon and Winona	I. A. Ferry	17	6	12 "	470 00
Acton and Crewsons Corners	W. Lambert	3½	3	12 "	112 48
Ahmic Harbour and Dunchurch	J. Kelly	4	6	Part of seasons 1905-6	62 30
Ahmic Lake and Spence	R. Veitch	10¾	2	12 months	104 24
Air Line Junction and Ry. Station	H. Bartz	1	6	12 "	75 00
Alderdale and Powassan	P. R. Owens	6	2	12 "	100 00
Algoma Mills and Railway Station	G. C. McGuire	¼	12	12 "	125 00
Allanburg and Railway Station	J. Middaugh	½	12	12 "	150 00
Allandale and Holly	W. Bloxham	3	6	12 "	140 00
Allandale and Painswick	E. Averill	3½	6	12 "	125 00
Allandale and Railway Station	M. J. Hamlin	⅛	36	12 "	100 00
Allan Park and Hampden	H. Byers	4	2	10 " 21 days (to May 21, '06	84 65
Allensville and Mail Catching Post	M. McNicol	½	12	12 "	156 48
Alliston and Elm Grove	J. H. Johnston	11½	6	12 "	152 00
Alliston and Railway Station	J. J. Holland	½	24	12 "	87 64
Alliston and Rosemont	do	9	6	12 "	234 72
Alliston Letter Box and Postal Car Train	do		12	12 "	31 30
Allva, Snelgrove and Snelgrove Stn.	W. Gambell	3½	6	12 "	200 00
Alma Heights and Thessalon	S. Rowe	7	1	6 " (to Dec. 31, '05).	37 50
Alport and Bracebridge	H. F. Bickmore	4	3	12 "	75 00
Alsace and Nipissing	J. Gerber, sr	7	3	12 "	94 00
Alsfeldt and Railway Station	H. Ziegler	1¼	6	12 "	100 16
Alton and Railway Station	T. Vanwyck	½	12	12 "	115 00
Amaranth Station and Ry. Station	J. S. Lacon	⅛	6	12 "	80 80
Amber and Milliken Ry. Station	G. A. Prentice	12½	6	12 "	203 00
Amigari and Railway Station	A. B. Hurrell	⅛	12	12 "	65 00
Ancaster and Hamilton	D. Morrison	7	12	12 "	344 00
Angus and Baxter	W. Pearce	7½	3	12 "	140 00
Angus and Railway Station	H. L. Tarbush	⅛	24	12 "	48 00
Ansonia and Thessalon	A. Brandon	8	1	12 "	49 00
Anten Mills and Catching Post	J. McLaughlin	½	6	12 "	31 75
Antioch and Grassmere	S. Bloss	10	1	12 "	80 00
Appleby and Railway Station	M. C. Prescott	¾	6	12 "	85 00
Appleby Corners and Warren	J. L. Lamarche	7	2	12 "	100 00
Apto and Phelpston Ry. Station	J. O'Neill	6	6	12 "	200 00
Ardtrea and Orillia	W. W. Blair	10¾	6	6 " (to Dec. 31, '05).	132 00
Ariel and Mail Catching Post	J. Dean	¾	6	12 "	20 00
Arnott and Railway Station	J. Murray	⅛	12	12 "	59 47
Arthur and Metz	D. Smith	6	2	12 "	85 00
Arthur and Monck	W. R. Brock	13	3	12 "	180 00
Arthur and Mount View	W. Jackson	8	1	12 "	40 00
Ash and Railway Station	T. Horn	1/16	6	12 "	48 00
Ashgrove and Georgetown	C. Mitchell	4	6	12 "	160 00
Ashley and Railway Station	G. Follis	1¼	3	12 "	50 24
Atha and Stouffville	J. Storry	14¼	6	12 "	183 64
Atherly and Railway Station	E. Lanigan	¼	36	3 " (to Sept. 30, '05).	32 86
do do	do	¼	24	9 " and extra trips	87 59

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Athlone and Tottenham	E. M. Wilson.	18	6	3 mos. (to Sept. 30, '05) and arrears	88 66
do do	C. P. Skelly	18	6	9 " (fr'm Sept. 30, '05)	216 75
Attercliffe Station and Ry. Station.	J. Sundy	½	12	12 "	114 06
Aurora and Railway Station	W. Winter	½	24	12 "	120 00
Aurora and Vandorf	A. G. Snider	8¼	6	12 "	290 00
Avening and Railway Station	E. A. Pingle	⅜	12	12 "	120 00
Axe Lake and Sprucedale	J. McPherson	10½	2	12 "	158 00
Ayton and Hampden	A. R. Ball	7¼	3	2 trips	1 04
do do	H. Byers	7¼	3	1 month, 10 days (from May 22, '06)	15 42
Ayton and Nenagh	J. Edwards	5	2	12 months	52 00
Ayton and Railway Station	W. Kenna	¾	18	12 "	85 72
Azilda and Railway Station	O. Ranger	200 yds.	6	12 "	125 00
Bala and Glen Orchard	N. Orchard	8½	2	Part of seasons 1905–6	59 00
Bala and Gravenhurst	A. Jackson	16	6	" "	294 00
Bala and Sahanatien	L. Sahanatien	9	1	12 months	52 00
Bataclava and Owen Sound	K. McEachern	15¾	3	12 "	250 00
Baldwin and Railway Station	L. Gryles	½	12	12 "	125 20
Ballantrae and Railway Station	E. Hill	¼	12	9 " (to March 31, '06)	45 00
do do	W. H. Jones	¼	12	3 " from "	15 00
Ballinafad and Georgetown	W. W. Betts	6	6	12 "	250 00
Balmy Beach and Lee Avenue	W. L. Smith	½	12	12 "	75 00
Balsam Grove and Fenelon Falls	J. Copp	6	2	12 "	90 00
Balsam Lake and Glen Arm	J. Cunningham	4½	2	9 " (to Mar. 31, '06)	54 00
do do	G. Richman	4½	2	3 " from "	18 00
Banda and Glencairn Railway Stn.	R. Maxwell	2½	6	9 " (to Mar. 31, '06)	93 60
do do	H. Middlebrook	2½	6	3 " from "	37 12
Barclay and Stroud	G. Barclay	6	3	5 " 5 dys. (from Jan. 27, '06)	53 47
Bardsville and Falkenburgh Stn.	R. Goltz	6½	2	(Part of seasons 1905-06)	60 00
Barkway and Washago	I. Davy	21	3	9 months to Mar. 31, '06.	225 00
do do	F. Plewis	21	3	3 " from "	75 00
Barnesdale and Falding	J. M. Hatherley	13	3	Season 1905-06	228 75
Barnesdale and Moon Falls	J. Crawford	14	1	12 months	135 00
Barnesdale and Six Mile Lake	J. J. Barnes	7	2	Season 1905	57 50
Barrie and Hillsdale	W. J. Shanahan.	16	6	12 months	297 00
Barrie and Midhurst	J. W. Cook	5	6	12 "	180 00
Barrie and Railway Station	E. Sevigny	10 rods	73	12 "	161 83
Barrie and Street Letter Boxes	J. Mainprize	5	18	6 " (to Dec. 31, '05)	97 24
do do	W. Armstrong	5	18	6 " from "	97 24
Barrie Island and Gore Bay	J. Jeffkins	12	1	12 "	80 80
Bar River and C. P. Ry. Crossing	J. W. Collings	¼	3	12 "	36 00
Batteau and Railway Station	M. S. Jackson	1/16	12	12 "	93 60
Baysville and Bracebridge	J. Rowe	16	6	12 "	302 00
Baysville and Dorset	H. R. Smith	16	6	Season 1905–06	226 00
do	do	16	6	1 month 11 days (from May 21, '06)	42 68
Baysville and Newholm	D. Ferguson	9	2	12 months	80 00
Beamsville and Tintern	P. Hoffman, jr.	8	6	12 "	405 00
Bear Cave and Rosseau	H. Bishton	9½	1	12 "	47 48
Beaumaris and Hutton House	J. Hutton	2	3	Part of seasons 1905-06	12 60
Beaverdale and Markdale	T. Brett	10	3	12 months	145 00
Beaverton and Railway Station	G. H. Williamson	⅛	24	12 "	97 00
Beeton and Railway Station	W. C. McCutcheon	¾	24	12 "	202 28
Belfountain and Railway Station	W. Ramsay	1½	12	12 "	135 00
Belle Ewart and Lefroy Railway Stn	R. Colgan	1	12	12 "	125 20

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bellingham and Iron Bridge. ...	D. Bell...	11	1	12 months.....	85 00
Belwood and Craigsholme.....	E. Hanna.	2	3	12 "	56 00
Belwood and Dracon...	C. Campbell ...	14½	2	12 "	72 00
Belwood and Railway Station . ..	J. Hanna.....	½	12	12 "	50 08
Bent River and Utterson	N. Hanes.....	14¼	3	12 "	171 36
Berkeley and Glascott.	E. Enghsh.....	6	2	12 "	100 00
Berkeley and Harkaway..... .	A. C. Rae	10¾	2	3 " 12 days to Oct. 12, '05.....	37 02
do	do	9¾	2	8 " 19 days from Oct. 12, '05.....	85 25
Berkeley and Railway Station.....	E. Sargent.....	⅛	12	12 "	80 10
Berriedale and Mail Catching Post.	F. M. Harvie..	¾	3	12 "	31 20
Berthaville and Verner.	A. Legendre....	7	1	12 "	50 00
Bethany and Railway Station.....	G. Rice.....	1/16	12	12 "	70 00
Bexley and Head Lake	S. J. Ryan.....	10	3	12 "	182 00
Bexley and Kirkfield.....	F.R.J.McKague	10½	6	12 "	495 00
Binbrooke and Glanford Station...	J. Harrison	5	6	12 "	203 45
Binkham and Erin.....	R. Leitch.....	4½	2	9 " (to Mar. 31, '06).	52 50
do	G. McAlister....	4½	2	3 " from "	17 25
Biscotasing and Railway Station...	J. C. T. Armstrong	30 ft.	12	12 "	60 00
Black Bank and Railway Station..	A. Duffin.....	8⅜	6	12 "	325 00
Black Creek and Railway Station..	C. H. Jenks....	⅛	12	12 "	40 00
Blackstock and Purple Hill.....	M. Hambly.....	4	2	12 "	52 52
Blackwater and Layton	W. James	4	3	9 " (to Mar. 31, '06).	55 50
do	G. Hall.....	4	3	3 " from "	23 75
Blackwater and Railway Station...	J. Allan..	50 ft.	24	12 "	62 60
Blezard Valley and Chelmford... .	T. Regimbal....	9	4	4 " 20 days (to Nov. 20, '05)	80 00
do do	E. Tyne.....	9	6	7 " 10 dys. from Nov. 20, '05..... ..	183 62
Blezard Valley and Hanmer.....	L. Menard.. ...	8½	3	7 " 10 days from Nov. 21, '05...	143 07
Blind River and Railway Station..	J. Hawkins, sr..	¼	12	9 " (to Mar. 31, '06).	70 50
do do	F. D. Pepin	¼	12	3 " from "	50 70
Bobcaygeon and Kings Wharf.....	J. O'Leary.....	10	2	12 "	104 00
Bobcaygeon and Railway Station..	R. Garlick.....	¼	12	12 "	78 24
Bobcaygeon and Red Rock	M. Thomas....	6	2	12 "	75 00
Bognor and Woodford.....	T. McArthur....	6	6	12 "	250 00
Bolton, Castlederg and Mt. Wolfe..	R. Cronin	5½ & 17½	3 & 6	12 "	185 00
Bolton and Railway Station.....	T. D. Elliott....	½	24	12 "	28 00
Boothville and Proton Station.....	J. G. Marshall..	10¾	3	12 "	119 00
Bourdeau and Whitehall	C. White.	5	2	12 "	48 00
Bowling Green and Laurel Railway Station.....	A. Dodds.	5	6	12 " and arrears....	209 68
Bowmanville and Caesarea.....	D. E. Gifford...	44¼	6	12 "	525 00
Bowmanville and Courtice..... .	C. W. Lent ...	4½		12 "	121 20
Bowmanville and Railway Station.	W. G. Glover...	1½	12	12 "	70 00
Bowmanville and Tyrone	W. H. Moore...	7	6	12 "	200 00
Boyle and Fenwick..	W. H. Smith ...	2½	6	12 "	90 00
Bracebridge and Fraserburg..... .	W. Stonehouse..	12	2	12 "	150 00
Bracebridge and Muskoka Falls ...	A. R. Cameron .	3	3	12 "	110 00
Bracebridge and Point Kaye. ..	W. A. Pooler...	21½	2	Season 1905-06.....	71 34
Bracebridge and Railway Station..	R. P. Perry.....	¼	37 &36	12 months	192 08
Bracebridge and Wharf.....	F. Demara.	¼	12	Part of seasons 1905-6...	58 05
Bracebridge and Ziska	J. Killen.....	6	2	" " ...	45 50
Brackenrig and Port Carling	C. H. Davidson.	4	3	" " ...	49 00
Bracondale and Bloor Street Branch P.Q.....	F. W. Mounce..	1¼	12	12 months	100 00
Bracondale and Wychwood Park ..	C. Webb..	1¼	12	12 "	50 00
Bradford and Newton Robinson....	C. Melbourne...	9	6	12 "	365 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bradford and Railway Station	C. Melbourne	½	24	12 months	75 00
Brae Lake and South River	W. L. Taylor	9	1	12 "	45 00
Brampton and Huttonsville	M. O. Hyatt	4	6	12 "	162 50
Brampton and Railway Station	T. Thauburn	⅜	12	12 "	124 00
Brechin and Dalrymple	E. Vickers	9	3	12 "	190 00
Brechin and Railway Station	J. Koster	1	24	12 "	200 00
Brechin and Udney	do	5½	6	12 "	175 00
Brentwood and Railway Station	S. C. Warner	¼	12	12 "	60 00
Bridgeburg and Railway Station	D. S. Hawkinson	¼	36 & 42	12 "	246 94
Brisbane and Coningsby	A. Peavoy	4½	3	12 "	125 00
Britainville and Long Bay	I. Pearson	5	2	3 " (to Sept. 30, '05).	12 00
do do	W. McCormick	5	2	3 " (to Dec. 31, '05).	12 00
do do	G. Moore	5	2	6 " (from "	25 00
Broadcroft and Ouimet	M. Peacock	6	2	3 " (to Sept. 30, '05).	32 50
Bronte and Railway Station	J. S. McDonald	1¼	12	12 "	106 40
Brookfield Station and Railway Station	M. Topp	⅛	6	12 "	50 00
Brookholm and Shouldise	T. Skinner	7½	2	12 "	145 00
Brooklin and Railway Station	J. Pile	½	18	12 "	112 68
Brougham and Markham	T. Hayes	26½	6	12 "	355 00
Brougham and Whitby	J. Scott	12	6	12 "	340 00
Brownhill and Railway Station	J. Merchant	¼	6	12 "	28 93
Browns Brae and Dorset Road	D. Brown	1½	3 & 6	1 " (15 dys. to Dec. 31, '05)	7 50
do do	J. E. Brown	1½	3 & 6	3 " (28 dys. to Apr. 28, '06)	19 61
Bruce Mines and Cloudslee	N. McEwen	5	1	12 "	52 00
Bruce Mines and Railway Station	Bruce Mines and AlgomaRy.Co.	2	12	12 "	150 00
Brunswick and Railway Station	L. C. Patterson	⅛	6	12 "	80 00
Buller and Kinmount	J. Gillespie	8	1	12 "	55 00
Burketon Station and Enfield	T. Thorn,	4½	6	12 "	150 00
Burketon Station and Railway Station	J. Burr	⅛	12	12 "	75 00
Burks Falls and Doe Lake	S. H. Marshall	9½	3	12 "	112 00
Burks Falls and Dunchurch	R. A. Creasor	29	6	season 1905–6	470 00
Burks Falls and Railway Station	F. W. Sieveright	1	30 & 36	12 months and extra trips	548 27
Burlington and Port Nelson	W. Bamford	1½	6	12 "	90 00
Burlington and Radial Railway Station	H. Bray	⅛	12	12 "	60 00
Burnaby and Railway Station	W. A. Kinnard	2	6	12 "	87 68
Burnside and Uhthoff	J. Shelswell	8	2	12 "	90 00
Burnt River and Railway Station	S. Suddaby	⅛	12	12 "	62 60
Burys Green and Railway Station	Y. Smith	2½	2	12 "	33 00
Byng Inlet North and French River	A. Germain	24	2	season 1905–06	223 20
Byng Inlet and Parry Sound	F. Montgomery	66	2	"	461 82
Cache Bay and Field	L. G. Parent	13	2	12 months	200 00
Cache Bay and Railway Station	E. D. Jessup	700 yds.	24	12 "	150 00
Cache Bay and Veuve River	W. Miller	6	2	12 "	79 99
Caisterville and Canfield	J. Harkness	8	6	12 "	180 00
Calderwood and Railway Station	M. Calder	3	3	12 "	80 59
Caldwell and Caledon	W. J. Brown	5	6	12 "	147 19
Caledon and Railway Station	do	½	24	12 "	73 44
Caledon East and Railway Station	J. W. Phillips	500 yds.	6	12 "	40 00
Caledonia and Empire	J. W. McMillan	16	6	12 "	397 31
Callender, Franks Bay and Sturgeon Falls	J. McA. Smith	26–16	2	5 " 15 dys. to Dec. 15, '05	31 95

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Callender and Railway Station	G. Alkins.....	1/16	24	12 months	200 00
Calender and Wisawasa..... ...	T. Whyte..	2 3/4	6	12 "	110 00
Cambray and Lindsay.	C. F. Alger.....	10 1/2	6	12 "	251 44
Cameron and Railway Station.....	P. Northcott....	3/4	12	12 "	75 00
Camilla and Granger.....	W. Allen.....	6 1/2	3	12 "	95 00
Camilla and Whittington.....	W. McBride....	4 1/2	3	12 "	75 00
Campania and Railway Station...	H. Patten.....	6	2	12 "	84 76
Campbellcroft and Railway Station.	A. Smith.....	70 ft.	6	12 "	40 00
Campbellville and Railway Station.	M. Beattie.....	1/8	6	12 "	60 00
Camperdown and Mail Catching Post...	J. Barclay.....	4 rods.	12	12 "	36 36
Canfield, Darling Road and Warner	J. G. Cline.....	6 & 2 3/4	6-3	12 "	273 84
Cannington and Railway Station ..	G. Edwards.....	1/2	24	9 " (to Mar. 31, '06)	45 00
do do ..	J. H. Francis...	1/2	24	3 " from " ..	31 25
Cannington and Sutton West .	J. Preston....	20	6	9 " (to Mar. 31, '06)	375 00
do do	J. Doyle.....	20	6	3 " from " ..	143 75
Cape Rich and Meaford.	W. Flood.... ..	14	2	12 "	140 00
Carden and Dalrymple.....	P. McCarthy....	5	2	12 "	62 48
Carleton West and Railway Station.	W. Ford.	1/4	24	12 "	130 00
Carluke and Hamilton	G. Morton	13 1/4	6	12 "	404 00
Carrville and Maple Railway Station.....	M. Harrison....	3 3/4	6	12 "	150 00
Cartier and Railway Station.....	L. MacMillan...	1/8	12	12 "	100 00
Cashtown and Creemore	J. Cotton	2	6	12 "	100 00
Castlemore and Kleinburg Railway Station.....	J. Cairns.	14	6	12 "	250 00
Cataract and Railway Station	A. H. Vanwyck	1/2	12	12 "	75 00
Cedar Dale and Railway Station...	H. Robins	1/8	37	12 "	130 24
Cedarville and Mount Forest.....	C. Robinson. ..	11 & 21	6	12 "	400 00
Chantler and Mail Catching Post..	E. S. Keenan...	200 ft.	6	12 "	25 00
Chapleau and Railway Station.....	P. A. Milligan ..	1/8	14	12 "	157 48
Chatsworth and Chesley...	W. E. Dobie....	24	3	12 "	425 00
Chatsworth and Desboro	S. Palmer	10	3	9 " (to March 31, '06)	83 31
do do	J. Wilson... ...	10	3	3 " from "	43 75
Chatsworth and Durham	H. Burnet.....	20	6	9 " (to March 31, '06)	487 50
do do	E. H. Foster....	20	6	3 " from "	162 50
Chatsworth and Railway Station...	G. J. Blyth	1/2	24	12 "	206 58
Chatsworth and Walters Falls.....	J. T. Walter....	12 1/2	6	12 "	355 00
Chelmsford and Hanmer....	L. Menard.....	17 1/2	2	4 " and 18 days to Nov. 18, '05... .	87 16
Chelmsford and Railway Station...	S. Irwin.....	1/5	14	12 "	291 64
Cheltenham, Campbell's Cross and Railway Station	R. Kee.	1/2 and 21	12-6	12 "	424 00
Cheltenham and Railway Station..	P. Ferguson	1/2	6	12 "	47 00
Chippawa and Niagara Falls.....	C. D. Corson ...	6-4	12	12 "	475 00
Christian Island and Lafontaine...	J. W. Monague.	8	2	3 " (to Sept. 30, '05)	30 00
do do ...	J. L. King.....	8	2	9 " from "	150 00
Churchill and Railway Station.....	E. H. Sloan	2 1/2	12	12 "	219 08
Churchville and Railway Station...	T. A. Fogarty ..	1/2	6	12 "	80 00
Claremont and Railway Station....	W. A. Thomson.	3/4	12	9 " (to March 31, '06)	57 57
do do ...	R. Besse.... ...	3/4	12	3 " from "	39 00
Clarke and Kendal....	J. Pethick.....	6 1/8	6	12 "	234 50
Clarke and Newtonville Railway Station.....	W. Rutherford..	4	12	12 "	250 40
Clarksburg and Duncan.....	A. J. Howard ..	10	6	12 "	409 04
Clarksburg and Railway Station...	R. Best.....	1 1/2	24	12 "	313 00
Clarksburg and Redwing....	I. Thompson ...	13 1/2	6	12 "	390 00
Clarkson and Railway Station	E. M. Clarkson .	1/16	12	12 "	55 00
Clavering and Railway Station ...	M. Perkins.....	1/8	12	12 "	60 60
Clear Lake and Uffington	A. Taplin	16 1/2	3	12 "	243 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Clyde and Railway Station	E. McNichol	1½	6	12 months	121 24
Coboconk and Fenelon Falls	F. Fielding	16	6	12 "	595 00
Coboconk and Norland	F. LeCraw	5	6	3 " (to Sept. 30, '05)	36 00
do do	R. J. Woodcock	5	6	9 " from "	176 25
Cockburn Island and Thessalon	R. C. Reid	6	3	Part of season, 1905-'06.	200 00
Coldwater and Lovering	W. H. Lovering	6	3	12 months	156 00
Coldwater and Moonstone	J. Goodfellow	6	3	4 " (to Oct. 31, '05.)	21 33
do do	G. Barr	6	3	8 " from "	49 33
do do	J. Goodfellow	6	3	9 " (to Mar. 31, '06.)	54 75
do do	G. Barr	6	3	3 " from "	25 00
Coldwater and Railway Station	S. Eplett	1	24	12 "	143 98
Coleman and Railway Station	J. McCulloch	1	24	12 "	199 00
Collingwood and Gibralter	J. McLean	12½	3	12 "	235 00
Collingwood and Railway Station	G. Gray	⅓	36	12 "	300 00
Collingwood and Street Letter Boxes	R. Ware	3½	18	12 "	140 00
Collins Inlet and Killarney	C. W. Pitt	18	2	12 "	223 00
Colwell and Railway Station	O. S. Rowe	⅜	12	12 "	81 38
Commanda and Restoule	J. Atcheson	10	2	12 "	115 00
Concord and Railway Station	W. Golland	½	12	9 " (to Mar. 31, '06.)	75 00
do do	J. L. McDonald	½	12	3 " from "	39 00
Connor, Palgrave Station and Railway Station	W. Lavery	12-13¼	6-12	12 "	379 00
Cookstown and Railway Station	H. Coleman	¼	24	12 "	150 24
Cooksville and Railway Station	C. R. Colwell	1	18	3 " (to Sept. 30, '05.)	45 00
do do	C. F. Coldwell	1	18	9 " from "	135 00
Coopers Falls and Lewisham	J. Johnson	14	3	3 " and 4 days to Oct. 4, '05	65 21
Copetown and Orkney	A. P. Thompson	3	6	12 "	200 00
Copper Cliff and Railway Station	R. A. Waite	1	12	12 "	125 00
Copper Cliff and Sudbury	R. H. Carmichael	5	6	12 "	170 00
Corbelton and Railway Station	G. L. Thompson	30 rods.	6	12 "	34 00
Corwhin and Railway Station	N. D. Fetter	10	6	12 "	285 00
Coulson and Orillia	A. Leitch	16	6	12 "	581 00
Craigie Lea and Gregory	T. Waters	5	1-2	12 "	68 00
Craigie Lea and Wharf	do	⅜	3	Part of season, 1905	15 60
Craigleith and Railway Station	A. Fleming	½	6	12 months	48 00
Crawford and Elmwood	J. Teasdale	9	3	12 "	153 00
Credit Forks and Railway Station	G. G. Smith	¼	12	12 "	73 57
Creemore and Lavender	D. M. Lackie	13	6	12 "	345 00
Creemore and Railway Station	J. Akitt	¼	24	12 "	93 90
Creighton Mine and Railway Station	W. G. McKinley	250 yds.	6	12 "	31 20
Cresswell and Catching Post	I. M. Johnston	1/16	12	12 "	50 00
Cresswell and Salem Corners	N. Sinclair	2½	3	12 "	60 00
Crieff and Puslinch	D. McDonald	3	3	12 "	100 00
Crossland and Phelpston	W. T. Maguire	19	3	9 " (to Mar. 31, '06).	225 00
do do	M. R. Langman	19	3	3 " from "	71 25
Crowland and Welland	J. McQueen	4	3	12 "	109 00
Cruickshank and Shallow Lake	D. Cameron	3½	3	12 "	75 00
Crystal Beach and Railway Station	T. Snyder	1½	12	Part of season 1906	20 10
do do	E. A. Buck	1½	12	" 1906	12 60
Crystal Beach and Wharf	T. Snyder	¼	12	" 1905	18 75
do do	E. A. Buck	¼	12	" 1906	6 25
Cutter and Railway Station	N. N. Wright	½	12	12 months	156 00
Dam Creek and Railway Station	A. F. Robertson	75 yds.	3	12 "	15 97
Darlington and Railway Station	J. Longmaid	1¼	12	12 "	90 00
Dartmoor and Sebright	S. Hill	4	3	12 "	80 00
Davenport and Fairbank	D. McComb	2½	6	6 " (to Dec. 31, '05).	48 00
do do	A. Watt	2½	6	6 " (to May 31, '06).	79 16

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Davenport and Railway Station....	W. Rowntree...	50 yds..	12	12 months	50 00
Dean Lake and Iron Bridge	W. J. Beharriell	8	2	12 "	100 00
Dean Lake and Railway Station...	W. Rowan	500 ft...	12	12 "	90 00
Deerhurst and Gilford.....	R. Baynes.....	4½	6	12 "	175 25
Deer Park and N. Toronto Branch.	J. V. Spears....	1	6	12 "	75 00
De Grassi Point and Lefroy..... ..	H. R. Nesbitt...	1¼	12	Part of season 1905 & '06.	48 00
Depot Harbour and Railway Stn...	J. K. Meredith.	100 yds.	12	12 months	50 00
Derby Mills and Owen Sound Road	R. Robertson...	¾	3	12 "	24 00
Desbarats and Railway Station ...	J. P. Quinn.....	200 yds.	12	12 "	65 20
Desboro and Dobbinton	G. Lough..... ..	19¼	3	12 "	234 00
Dillonport and Shebashekong.....	N. Miner. ..	8	2	12 "	75 00
Don and Toronto	A. M. Gray	8	6	12 "	325 00
Dongola and Kinmount.....	J. L. Davis.....	5½	2	12 "	59 25
Dorion and Quimet	M. Peacock.. ..	6	2	9 " (from Oct. 1, '05.)	97 50
Dorset and Maple Ridge	G. P. Mark.....	6	2	Part of season 1906.	2 71
Dovercourt and Railway Station...	J. A. Hopkins..	1¼	6	12 months	100 00
Downeyville and Omemee.....	B. Downey.. ..	5½	6	12 "	160 00
Downsview and Railway Station...	P. Boake.....	[illegible]	6	12 "	100 32
Dromore and Holstein	P. Sterne.	9	6	12 "	300 00
Dromore and Thistle	W. W. Ramage.	4½	3	12 "	75 00
Drumquin and Milton West.	J. Curry	18	6	12 "	300 00
Dunbarton and Toronto.....	G. Falconer	19½	6	1 " and 15 days (to Aug. 15, '05)..	69 70
do do	H. Wood.....	19½	6	10 " and 16 days from Aug. 15, '05. .	500 30
Dunchurch and Parry Sound.....	R. A. Creasor ..	28	3	12 "	300 00
Dunchurch and Whitestone.....	J. E. Cox	11¾	3	12 "	150 00
Dundalk and Hopeville.....	J. H. Scott.....	9	6	12 "	230 00
Dundalk and Kingscote..	J. Phelan	13 1/10	3	9 " (to Mch. 31, '06).	163 22
do do	T. Marrie.....	13 1/10	3	3 " from " ..	54 79
Dundalk and McIntyre..... ...	F. W. Hibbert..	13½	6	9 " (to Mch. 31, '06).	262 50
do do	M. McIntyre...	13½	6	3 " from " ..	82 25
Dundalk and Railway Station.....	T. Hanbury	8	24	12 "	125 20
Dundas and Sheffield..... .	G. W. Hendrie .	14	6	12 "	379 16
Dunn's Valley and Ophir..... ..	A. Cooper.....	7	1	12 "	52 00
Dunnville and Railway Station ...	J. McGraw. ...	¼	24	12 "	187 80
Dunnville and Williamsport.... .	L. Durham.....	12	6	12 "	303 00
Dunsford and Pleasant Point	C. Hore.....	4¼	6	12 "	200 00
Dunsford and Railway Station.....	W. Gordon....	⅝	12	12 "	78 24
Duntroon and Maxwell.....	W. Scutt... ..	14	6	12 "	330 25
Duntroon and Railway Station	M. M. Russell..	½	24	12 "	313 00
Durham and Flesherton Railway Station.....	W. W. Trimble.	14¼	6	12 "	469 00
Durham and Railway Station, G.T.	J. Vollett	¼	24	6 " and 21 days (to Jan. 21, '06) ..	104 85
do do	W. Walpole....	¼	24	5 " and 10 days (from Jan. 21, '06) ..	82 94
Durham and Walkerton..... .. .	W. Caldwell	16½	6	12 "	400 00
Eagle Lake and Sundridge	H. S. Parks	7	2	9 " (to Mch. 31, '06).	56 25
do do	T. Towle. .. .	7	2	3 " from " ..	18 75
Earnscliffe and Rosemont.....	E. Bradley	5¼	6	12 "	200 00
Ebordale and Markdale	T. H. Smith....	12½	3	12 "	250 00
Echo Bay and Railway Station....	D. Robertson...	⅛	6	12 "	78 25
Echo Bay and Sylvan Valley.....	S. R. Haldenby.	6½	2	12 "	110 00
Eden Mills and Guelph..... .. .	W. Woods.....	16	6	12 " .....*....	350 00
Edgar and Hawkestone Railway Station..	T. W. Montgomery.....	12	6	12 "	300 00
Edgeley and Thornhill Railway Stn.	J. Burkholder..	2	12	12 "	187 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Egbert and Catching Post	G. Hopkins.	3	6	12 months	90 00
Elcho and Smithville	E. Harrington	8½	3	10 " (to April 30, '06).	105 75
do do	E. Hartnett	10	3	2 " from "	20 66
Elder and Mono Centre	W.S.Thompson.	4½	2	12 "	60 00
Elder's Mills and Railway Station.	D. Elder	¼	6	5 " (to Nov. 30, '05).	25 00
do do	G. T. Elder.	¼	6	7 " from "	35 00
Elia and Railway Station	J. Daniels	½	6	12 "	90 00
Elizabethville and Port Hope	J. F. Beatty	32	6	12 "	398 00
Elmbank and Malton	J. Harrison	20	6	12 "	317 54
Elmvale and Gibson	J. P. Dean	9	3	12 "	142 66
Elmvale and Railway Station	A. T. Cooper	½	18	3 " (to Sept. 30, '05).	25 00
do do	C. Nixon.	½	18	9 " from "	74 61
Emberson and Huntsville	G. T. Young.	10	2	12 "	156 00
Emery and Railway Station	J. Watson	¼	6	12 "	100 00
Emsdale and Railway Station	G. B. Murphy	1/6	12	9 " (to Mar. 31, '06).	45 00
do do	F. W. Brooks.	1/6	12	3 " from "	15 00
Ennis and Loretta	A. W. Burk	3½	2	12 "	50 00
Ennismore and Frankhill.	C. Lowes	6	1	12 "	70 00
Epping and Flesherton	J. Weber	15½	6	12 days to July 12, '05	22 50
Epping and Meaford	S. R. Hawkins.	17½	6	12 months	510 00
Erin and Guelph	J. Gibson.	20	6	12 "	380 00
Erin and Railway Station	I. M. Teeter	1	12	12 "	80 00
Espanola and Catching Post	Spanish River Pulp & Paper Co	1¼	6	7 " (to Jan. 31, '06).	43 75
Espanola and Webbwood Station	do	7	8	5 " from Feb. 1, '06).	62 50
Excelsior and Kagawong	H. L. Corbier.	10	1	12 "	79 50
Fairbairn and Fenelon Falls	T. E. Tiers.	8	2	12 "	90 00
Fairholme and Lorimer Lake	W. C. Ferris.	6	2	12 "	76 33
Fair Valley and Warminster	J. Thornton.	4	3	12 "	100 00
Falding and Otter Lake Railway Station	F. P. Rankin.	1¼	12	9 " (to Mar. 31, '06).	141 00
do do	M. Rankin.	1¼	12	3 " from "	78 00
Falkenburg Station and Port Carling	A. Ennis.	16½	6	Part of seasons 1905-06	216 59
Falkenburg Station and Railway Station	W. Naismith.	⅛	6	12 months	39 12
Falkenburg Station and Windermere	D. Fife, Jr.	17½	3	12 "	300 00
Fawkham and Washago Railway Station	A. B. McDonell.	3¼	6	12 "	109 55
Fenelon Falls and Railway Station.	H. Brooks	½	18	12 "	89 20
Fenwick and Railway Station	A. Rice	½	12	12 "	78 25
Fenwick and River Bend	C. Traver.	5½	6	8 " (to Feb. 28, '06).	183 33
do do	J. Chambers.	5½	6	4 " from "	91 66
Fenwick and St. Johns West	J. A. McQueen.	9	6	12 "	275 00
Fenwick and Welland	G. Ebert.	10½	6	9 " (to Mar. 31, '06).	243 75
do do	J. C. Ball.	10½	6	3 " from "	81 25
Fergus and Living Spring.	W. Marshall.	6	2	12 "	75 00
Fern Glen and Railway Station	H. Tebby.	1¼	3	12 "	70 65
Fesserton and Railway Station	R. Jancowski	½	24	12 "	112 68
Fetherston and Parry Harbour	M. A. Peake.	2	3	12 "	100 00
Feversham and Flesherton	J. Sample.	12	6	12 "	219 00
Feversham and Lady Bank	T. Paul.	5	2	9 " (to Mar. 31, '06).	49 50
do do	G. Myers.	5	2	3 " from "	16 00
Fingerboard and Sonya	T. Moase, Sr.	2½	3	3 " (to Sept. 30, '06).	21 25
do do	R. Moase.	2½	3	9 " from "	63 75
Fleetwood and Franklin	J. Shea.	2	6	12 "	100 00
Flesherton and Kimberly	J. Weber	10½	6	3 " (to Sept. 30, '05).	120 75

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips Miles.	Period.	Amount.
					$ cts.
Flesherton and Kimberly	J. Weber	13½ & 6½	6	9 mos. from Sept. 30, '05	522 74
Flesherton and Railway Station	W. W. Trimble	1¾	24	12 "	149 00
Flesherton and Vandeleur	S. Gilbert	6½	3	3 " (to Sept. 30, '05).	39 75
Fort Erie and Railway Station	H. Plato	1¼	36	12 "	420 00
Foxmead and Railway Station	W. Black	¼	6	12 "	60 00
Francemia and Railway Station	R. C. Glover	7¼	6	12 "	250 40
Franklin and Railway Station	H. E. Tripp & Son	100 ft.	12	12 "	70 00
Freelton and Hamilton	J. Foster	14¾	6	12 "	220 00
Freelton and Mountsberg	J. Mount	3½	3	3 " and 16 days (to Oct. 16, '05)	24 94
do do	do	3½	6	8 " and 15 days (from Oct. 16, '05)	120 10
Freeman and Railway Station	E. B. Freeman	1/16	30	12 "	125 20
Galt and Sheffield	W. Smith	6	6	9 " (to Mar. 31, '06)	81 75
do do	J. Ramchisel	6	6	3 " from "	40 50
Gamebridge and Railway Station	D. McBain	1½	12	12 "	100 00
Garden River and Railway Station	A. W. Cunningham	1¼	6	12 "	156 50
Garry Owen and Owen Sound	J. T. Godfrey	15	3	12 "	196 00
Gas Line and Catching Post	E. Michener	¾	6	12 "	80 00
Georgetown and Glen William	L. Lewis	2	12	12 "	152 00
Georgetown and Railway Station	W. Hall	½	18	12 "	150 00
Georgina Island and Virginia	C. Big Canoe	4	2	12 "	40 00
Germania and Uffington Road	W. Stamp	2½	6	12 "	85 00
Gertrude Mine and Railway Station	J. T. O'Connor	150 yds.	6	12 "	72 00
Gilchrist and Shanty Bay	H. Gilchrist	4	6	12 "	150 00
Gilford and Railway Station	J. A. Blain	⅛	24	12 "	30 00
Glamorgan and Millbrook	A. Hanna	6	2	12 "	125 00
Glandine and Railway Station	R. M. Taylor	2	3	6 " (to Dec. 31, '05).	39 50
do do	J. Walacott	2	3	6 " from "	39 00
Glanford Station and Railway Stn.	H. Clark	½	6	12 "	68 86
Glenarm and Woodville	S. Dumont	22	6	12 "	425 00
Glencairn and Railway Station	S. T. Stephens	¼	6	12 "	60 00
Glen Eden and Mount Forest	R. Clark	5	3	12 "	75 00
Glen Huron and Railway Station	J. R. Hamilton	1½	6	12 "	140 00
Glenila and Maple Island	C. Lorenz	5	1	4 " (to Oct. 31, '05).	21 66
do do	W. McAmmond	5	1	8 " from "	43 33
Glen Major and Myrtle	C. Hartle	7	6	12 "	187 00
Glen Orchard and Stanley Brae	N. Orchard	8	3	Part of seasons, 1905 06	82 60
Glen Orchard and Whiteside	do	1½	3	Part of seasons, 1905–06	34 30
Glenville and Newmarket	T. Somerville	3½	6	12 months	120 00
Goldenburg and Sowerby	J. Ralph	6	1	7 " (& 20 dys to Feb. 20, '06)	48 12
do do	J. McCulloch	6	1	4 " (& 8 dys from do)	26 87
Goodwood and Railway Station	J. Hakney	⅛	12	12 "	40 00
Gordon Lake and Leeburn	N. Morrison	7	1	12 "	65 00
Gordon Lake and Railway Station	J. W. Alderson	10	3	12 "	229 40
Gore Bay and Ice Lake	R. Brett	7	2	Part of seasons 1905 & '06	61 00
Gore Bay and Kagawong	W. Cosby	51 & 35	2	" " " " "	96 00
Gore Bay, Meldrum Bay and Silver Water	W. Kemp	51-35	2	12 months	500 00
Gore Bay and Poplar	M. McArthur	11	2	12 "	156 00
Gore Bay and Providence Bay	J. Masten	29½	2	12 "	300 00
Gore Bay and Spanish River Station	J. Purvis	33	3	Seasons 1905-'06	553 00
Goring and Rocklin	R. Williamson	4	3	12 months	70 00
Gormley and Unionville	R. Campbell	22½	6	12 "	310 00
Goulais Bay and Sault Ste. Marie	A. McAuley	26	1	12 "	400 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grand Valley and Peepabun	R. Dickson	3½	2	12 months	40 00
Grand Valley and Railway Station.	J. & F. Sargent.	1	24	12 "	120 18
Grand Valley and Wesley	L. Holborne	13½	3	6 " (to Dec. 30, '05).	109 46
do do	R. Boyle	13⅝	3	6 " (from ")	122 00
Granite Hill and Mandeville	A. McLaren	5	1	12 "	25 00
Grassie and Kimbo	W. Newnham	4½	3	12 "	90 00
Grassie and Railway Station	R. H. Felker	⅛	6	12 "	80 00
Gravenhurst and Railway Station.	W. H. Johns	¾	36	12 "	234 72
Gravenhurst and Southwood	T. Patterson	11	1	12 "	67 00
Gravenhurst and Uffington	J. Crozier	11	3	12 "	103 00
Gravenhurst and Walker's Point	H. Bradley	14	1	Seasons 1905-'06	50 00
Gravenhurst and West Gravenhurst	J. Groh	2	6	12 months	125 00
Gravenhurst and Wharf	I. Passmore	1¾	12	Part of seasons 1905 & '06	69 84
Greenbank and Blackwater Junction	E. Dusty	5¾	6	9 months to Mar. 31, '06	101 25
do do	S. Dusty	5¾	6	3 " (from ")	33 75
Green Bay and Sheguindah	L. W. Ferguson.	7	2	12 "	70 68
Green River and Railway Station.	M. R. Hoover	1½	12	12 "	135 00
Grenfel and Railway Station.	E. J. Tracy	2½	2	12 "	78 00
Grimsby Park and Railway Station	E. A Chown	¼	24	Part of seasons 1905 & '06	45 00
Guelph and Hamilton	W. Read	31½	6	12 months	727 00
Guelph and Shiloh	G. H. Oakes	15¼	3	12 "	295 00
Guelph and Street Letter Boxes	W. Reed	5	13	12 "	161 60
Guthrie and Oro Railway Station.	W Mitchell	3⅓	6	12 "	165 00
Hamilton and Hunter Street Station	Canadian Transfer Co	¼	6	6 " (to Dec. 31, '05).	26 62
do do	Canadian Transfer Co	¼	48	6 " (from ")	112 32
Hamilton and Kilbride	W. Small	15¼	6	12 "	197 00
Hamilton and King Street Station	Canadian Transfer Co	⅓	6	12 "	50 00
Hamilton Letter Carriers Service.	Hamilton Street Ry. Co			12 "	900 00
Hamilton and Street Letter Boxes.	W. Wilkinson	5½, 17½	1-18	24 12 "	1,487 50
Hamilton and Railway Station T H. & B.	Canadian Transfer Co	¼	12	6 " (to Dec. 31, '05).	81 40
Hamilton Special Delivery of Parcels at Christmas					5 00
Hamilton Beach and Radial Railway Station	J. Hughes	¼	12-3	12 "	50 25
Hamlet and Severn Bridge	N. E. Bennet	6½	2-6	12 "	75 00
Hampshire and Orillia	C. Baird	10⅝	6	6 " (from Jan. 1, '06)	157 00
Hampton and Solina	B. G. Stevens	2¼	6	12 "	95 00
Hanover and Street Letter Boxes.	W. Wendorf	240 yds.	24	12 "	25 00
Hanover and Mulock	do	11	3	12 "	163 80
Hanover and Railway Station	do	½	18	12 "	90 00
Harrisburg and Troy	A. Misener	4	6	12 "	156 50
Harrisburg and Weir	A. Pepper	2½	3	6 " (2 days to Jan. 2,'06)	37 91
Hatherton and Maxwell	M. Scilley	4½	2	12 "	60 00
Hawkestone and Railway Station.	T. Linton	¼	6	12 "	41 86
Hekkla and Rosseau	A. V. Helgason.	6	1	12 "	52 00
Hereward and Belwood Ry. Station.	E. Hanna	4½	6	12 "	113 00
Heron Bay and Railway Station	D. Cameron	⅛	12	12 "	75 00
Hewitt and Railway Station	C. Hewitt	⅝	6	12 "	45 00
Highfield and Catching Post	A. Sansom	⅝	6	12 "	36 00
Hillsburgh and Railway Station.	J. Carmichael	½	6	12 "	80 00
Hillsdale and Hobart	C. E. Smith	7	3	12 "	175 00
Hilisdale and Mount St. Louis.	J. Coulson	4	3	12 "	75 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Himsworth and Powassan	D. Hanrahan	6	1	12 months	60 00
Hindon Hill and Peterson's Corners	D. Taylor	5½	1	5 " (5 days from Jan. 27, '06)	22 24
Hoath Head and Owen Sound	J. Fisher	7	2	12 "	90 00
Hockley and Mono Centre	A. Beatty	11	6	12 "	394 00
Holland Centre and Railway Stn.	R. C. Price	1/16	24	12 "	123 00
Holland Landing and Ry. Station	W. Luck	¼	24	12 "	150 24
Holstein and Orchard	J. Mark	4	6	12 "	147 90
Holstein and Railway Station	A. Doupe	⅜	24	12 "	130 00
Honeywood and Railway Station	J. Grummett	12	6	12 "	274 00
Honora and Little Current	D. Hay	13	2	12 "	140 00
Honora and Rockville	J. H. Spry	9	1	12 "	35 00
Hotham and Nipissing	J. Steele	10	2	12 "	100 00
Humber and Weston	P. Harris	8	6	12 "	221 00
Humber Bay and Swansea Railway Station	J. McConnell	1	12	12 "	150 00
Humbertstone and Railway Station	A. J. Barth	½	24	12 "	137 68
Humbertstone and Street Letter Box	A. J. Barth	333 yds.	24	12 "	30 00
Huntsville, Fox Point and Dwight	Huntsville Lake of Bays & Lake Simcoe Nav. Co	20½	6-3	12 "	400 00
Huntsville and Portage	do	10	3-6	12 "	100 00
Huntsville and Railway Station	J. D. Thomas	¾	36	12 "	330 00
Huntsville and Ravenscliffe	W. Clarke	5½	2	12 "	75 00
Huntsville and Williamsport	H. N. Gerhart	10	1	12 "	50 00
Ilfracombe and Novar	F C. Taylor	8	3	11 "	150 00
Inglewood and Railway Station	J. Scott	⅛	12	12 "	78 00
Inholmes and Orrville	S. Higgins	19	2	12 "	210 00
Innesfil and Stroud	G Barclay	3	6	6 " & 26 dys. (to Jan. 26, '06)	71 52
Irish Lake and Priceville	A. J. Black	7½	2	9 " (to Mar. 31, '06)	56 25
do do	T. E. Sullivan	7½	2	3 " from do	21 00
Ironbridge and Skibo	A. Fraser	5	2	12 "	52 00
Isbester and Catching Post	L. Garnett	150 ft.	6	12 "	1 00
Islington and Railway Station	E. S. Musson	½	6	12 "	93 60
Ivy and Thornton Railway Station	W. Reid	5	6	12 "	200 00
Jackfish and Railway Station	P. A. Nicol	¼	12	12 "	59 00
Jackson and Owen Sound	W. Caswell	6	6	12 "	188 00
Jacksons Point and Railway Station	W. Morton	2	12	Part of seasons 1905-06	50 00
James Bay Junction and Ry. Station	S. G. Vance	250 yds.	12	12 months	31 28
Janetville and Pontypool	W. Foster	29	6	11 "	380 00
Jarlsberg and Railway Station	J. Nelson	⅛	12	12 "	110 00
Jerseyville and Railway Station	G. W. Bishop	⅛	6	12 "	43 48
Jocelyn and Richards Landing	W. W. Kent	14½	2	12 "	150 80
John Island and Cutler Railway Station	Moulthrop Lumber Company	6	3	Seasons 1905-6	100 00
Jordan and Railway Station	A. S. Moyer	1¼	12	11 months	95 00
Jordan and Vineland	do	1½	6	12 "	114 30
Jordan Harbour and Jordan Ry. Stn	S. H. Rittenhouse	2½	6	12 "	75 00
Juddhaven and Port Carling	A. Ennis	14	3	Season 1905-06	150 00
Katrine and Orange Valley	F. H. White	6	1	12 months	40 00
Katrine and Railway Station	M. A. Mawhinney	1⅛	6	12 "	97 03

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Katrine Station and Catching Post.	J. W. Sutherland.	60 yds.	12	12 months.....	35 00
Kearney and Railway Station . . .	R. McConkey...	1/3	18	6 " (to Dec. 31, '05).	69 74
do do	do	1/2	12&18	6 " from " ..	54 41
Kearney and Sand Lake.....	J. Hunter	11	2	12 "	130 00
Keldon and Shelburne..... . . .	W. F. McKee...	10	3	9 " (to Mar. 31, '06).	157 50
do do	W. McBride....	10	3	3 " from " ..	50 00
Kells and Powassan.	H. Anderson....	9	3	12 "	180 00
Kelso and Christie Siding	R. E. Allan.....	1/8	6	12 "	60 00
Kemble and Wolseley.	W. G. Vanstone.	5 7/8	2	12 "	104 00
Kenswick and Roach's Point	D. V. Van Norman	3	6	12 "	260 00
Kettleby and Railway Station.....	C. Shropshire...	1 1/2	24	12 "	438 20
Kilgorie and Whitfield.....	T. Dorsey.....	4 1/2	2	12 "	60 00
Killarney and Little Current	A. McIvor.....	20	3	Season 1905-6.	308 70
Killean and Railway Station	D. Ferguson...	1 1/2	6	6 mos. (to Dec. 31, '05).	62 80
do do	Mrs. E. Ferguson	1 1/2	6	6 " from " ..	62 40
Kilmanagh and Mono Road Station	M. Stonehouse..	3	12	"	69 00
Kilworthy and Catching Post.....	G. A. Lehmann.	200 yds.	6	1 " (to July 31, '05).	2 50
do do	C. Boriman.....	200 yds.	6	11 " from " ..	27 50
Kilworthy and Morrison Lake.....	J. D. Smith.....	8	1	12 "	65 00
Kilworthy and Sparrow Lake....	A. Wiancko....	4 1/3	6&2	12 "	94 20
King and Railway Station..	J. McDonald ...	1/3	5	12 "	110 00
King and Strange.....	A. McDonald...	4 3/4	6	12 "	198 00
Kinghurst and Mooresburg.....	M. D. McClure..	5 1/2	2	11 " and 3 days (to June 3, '06)...	55 54
do do	S. Fenton.. ...	5 1/3	2	27 days from " ...	4 45
Kinmount and Railway Station....	G. Train.....	1/4	12	12 months..	50 00
Kipling and Verner....	O. England. ...	8 & 9	2	6 " (to Dec. 31, '05).	95 07
do do	J. Whalen.....	9	2	6 " from " ..	101 24
Kirkfield and Lorneville Railway Station.	S. Dumond.....	17 1/2	6	12 "	595 00
Kirkfield and Rohallion.....	R. Whalen.....	7 1/2	2	12 "	80 00
Kirkwall and Rockton	J. Harper.....	17 1/2	6	12 "	150 00
Kleinburg and Railway Station....	J. Cairns...		12	12 "	150 00
Knatchbull and Speyside...	A. McDonald...	9 1/2	3	12 "	197 00
Kolapore and Ravenna.....	S. A. Wilson....	5 1/2	6	12 "	176 00
Lafontaine and Penetanguishene..	F. Longpré.....	8 1/8	6	12 "	274 20
Laird and MacLennan	C. Venn.....	4 3/8	2	6 " (to Dec. 31, '05).	39 00
do do	A. Venn.....	4 3/4	2	6 " from " ..	39 00
Lake Charles and Oxenden.....	R. R. Tupper...	5	3	12 "	114 00
Lambton Mills and Railway Stn...	J. Harris & J. McClinchy sureties. .. .	1/4	18	12 "	135 00
Landerkin and Town Line Corners	G. McIntyre....	1 1/4	3	12 "	93 60
Larchwood and Railway Station...	J. Wright.....	300 yds.	6	12 "	80 00
Leaside Junction and Railway Stn.	J. H. Lea.....	300 yds.	12	12 "	12 00
Leaskdale and Railway Station....	W. H. Oliver...	13	6	12 "	271 00
Lea Valley and Webbwood.. . ..	A. Edgeley.....	6 1/2	3	12 "	144 00
Lefaivés Corners and Catching Post	D. W. McNamara.....	1	3	12 "	55 00
Lefroy and Railway Station.	J. G. Douse....	1/10	12	12 "	50 08
Lemonville and Stouffville.....	R. Chappell ...	16	6	12 "	240 00
Leskard and Newcastle..	T. W. Jackson..	10	6	12 "	300 00
Leskard and New Park	R. Miller. .. .	4	2	12 "	60 00
Lewisham and Washago.....	J. Fox	24	3	8 " and 27 days (from Oct. 5, '05)....	184 78
Lily Lake and Manitowaning	E. Norton.....	7	1	12 "	50 00
Lindenwood and Presqu Isle.....	G. Shaw..	.....	....	12 "	40 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trip per Week	Period.	Amount.
					$ cts.
Lindsay and Railway Station (C.P.)	W. W. Workman	½	12	12 months	62 60
do do (G.T.)	do	½	48	12 "	210 00
Lindsay and Street Letter Boxes	P. O'Reilly	5⅕	18	12 "	118 05
Lindsay and Wharf	A. F. Palen	⅛	19	Part of seasons 1905-'06	30 00
Linton and Kleinburg Railway Stn.	W. J. Sheardown	13¼	6	6 mos. (to Dec. 31, '05)	187 50
do do	H. F. McGuire	13¼	6	6 " from "	224 50
Lisgar and Railway Station (C.P.)	W. B. Chambers	1	6	12 "	85 00
Lisle and Railway Station (G.T.)	R. H. Little	⅛	6	12 "	25 00
Little Britain and Railway Station	D. Yerex	2	18	12 "	160 00
Little Britain and Valentia	D. J. Sharpe	5½	6	12 "	150 00
Little Current and Manitowaning	W. H. Hurlburt	21	6	Season 1905-'06	319 27
Little Current and Massey Ry. Stn.	B. H. Turner and J. G. Kingsboro	26	3 & 6	"	460 00
Little Current and Shegwindah	W. Caughell	8	6	"	200 00
Little Rapids and Thessalon	W. Kerr	4	4	9 mos. (to March 31, '06)	78 00
do do	C. McPhee	4	4	3 " from "	35 75
Livingstone Creek and Thessalon	A. McKiggan	6	3	12 "	112 48
Lloydtown and Railway Station	J. Baird	1¼	12	12 "	224 96
Lloydtown and Tuam	do	4	6	12 "	200 00
Lockton and Railway Station	W. McElvaney	1¾	6	12 "	98 00
Long Branch and Railway Station	A. R. Buckels	¼	12	Part of season 1905-'06	25 00
Longford Mills and Railway Stn.	W. Thomson	⅛	12	9 mos. (to March 31, '06)	45 00
do do	R. F. Cooper	⅛	12	3 " from "	15 00
Loring and Trout Creek	J. Kyle	42	3	12 "	600 00
Lorne Park and Railway Station	A. Shaver	½	12	12 "	40 00
Lorneville and Railway Station	M. Cameron	¼	24	12 "	125 20
Lowbanks and B. D. Crossing	W. W. Michener	⅝	6	12 "	80 00
Lowville and Milton West	J. A. Colling	7½	6	7 " and 6 days (to Feb. 6, '06)	128 51
McFarlane Lake and Sudbury	O. Pilou	8	2	12 "	156 00
McNab and St. Catharines	W. Bogardus	6	6	12 "	175 00
MacLennan and Railway Station (Desbarats)	M. MacLennan	5⅕	6	12 "	260 00
Macville and Railway Station	A. Hope	⅕	6	12 "	60 00
Magnetawan and Spence	R. Brown	7	3	12 "	95 00
Malta and Severn Bridge	T. Whyte	4	2	12 "	60 00
Malton and Nortonville	W. Rollings	22	6	12 "	323 50
Manchester and Railway Station	M. E. Fitchett	1¼	12	12 "	100 00
Manilla and Railway Station	D. King	1¾	12	12 "	122 07
Manitowaning and Providence Bay	A. Mitchell	42¾	2	12 "	553 57
Manitowaning and Wikwemikong	C. Toulouse	6	3	12 "	117 00
Mansewood and Railway Station	I. Wooding	⅕	6	12 "	50 00
Manners Station and Railway Stn	W. Porter	⅛	6	12 "	80 00
Maple and Railway Station	R. Rumble	½	18	12 "	117 81
Maple and Vellore	do	11½	6	12 "	192 50
Marden and Railway Station	J. Doran	¾	6	12 "	78 25
Markdale and Railway Station	J. Chapman	⅓	24	9 " (to March 31, '06)	117 50
do do	J. W. Rutledge	⅓	24	3 " from "	39 00
Markham and Railway Station	W. Michael	½	24	12 "	90 00
Markstay and Railway Station	A. P. Lefebvre	⅜	12	12 "	160 00
Marksville and Milford Haven	J. E. Murphy	8	2	12 "	105 00
Marksville and Desbarats Ry. Stn.	B. Joudreau	9⅕	6	12 "	605 24
Marksville and Tenby Bay	F. Bolt	15	2	12 "	230 00
Marshville and Wainfleet Ry. Stn.	R. Haymes, Jr.	3½	12	12 "	195 00
Marsville and Hillsburgh Ry. Stn.	S. Woolner	7½	6	12 "	248 80
Massey Station and Railway Stn.	W. H. N. Bowers	20 rods.	12	12 "	156 50
Meadowvale and Railway Station	C. H. Switzer	¾	12	12 "	150 00
Meaford and Owen Sound	T. Thomson	20	12	12 "	375 82
Meaford and Railway Station	J. Ufland	½	24	12 "	98 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Meaford and Walters Falls	J. Murray	22	3	12 months	288 00
Mecunoma and Rye	W. Haufschild	4	3	12 "	80 00
Melancthon and Catch Post	J. Brown	¼	12	12 "	100 16
Melville Cross and Railway Station	H. Scott	¼	6	12 "	46 92
Michipicoten River and Grassett Stn	Speers & Burke	69	2	Season 1905-6	1,300 00
Midland and Railway Station	R. Barry	½	24	12 months	313 00
Midland and Penetanguishene Railway Station	A. Robitaille	5	6	12 "	200 00
Midland and Vasey	P. Belfry	10	6	12 "	470 00
Midlothian and Midlothian Wharf	J. Rousell	13½	3	Part of seasons 1905 & '06	20 00
Midlothian and Royston	J. Rousell	8	2	12 months	80 00
Millbrook and Mount Pleasant	C. H. Shield	8	6	4 " (to Oct. 31, '05)	82 33
do do	J. J. Hunter	8	6	8 " from "	148 66
Millbrook and Railway Station	J. L. Byam	¾	36	12 "	225 36
Millington and Uptergrove Railway Station	P. G. McDonald	3¼	3	12 "	74 00
Milton West and Mount Nemo	J. W. Colling	10½	6	6 " (from Jan. 1, '06)	118 56
Milton West and Railway Station	J. A. Davidson	½ & ¼	12 & 24	12 "	225 00
Mimico and Railway Station	R. H. Skelton	300 yds.	6	12 "	24 92
Mimosa and Orton	I. Cawthra	4½	3	12 "	60 00
Mineral Springs and Railway Stn	E. J. Sharp	200 ft.	6	12 "	25 00
Minesing and Railway Station	A. Ronald, jr	2	6	12 "	71 99
Minesing and Russellton	S. Elliott	6	6	12 "	294 00
Missanabie and Railway Station	B. W. Dickison	50 ft.	12	12 "	75 00
Monetville and Warren	C. Arseneault	36½	3	10 " and 6 days (to May 6, '06)	636 67
Mono Centre and Orangeville	J. A. Henry	24½	6	12 "	624 00
Mono Mills and Mono Road Railway Station	R. Arlow	9	6	12 "	197 00
Mono Road Station and Railway Station	J. P. Judge	1/16	12	12 "	36 00
Montrose and Port Robinson	L. Furry	5	3	12 "	135 00
Moon Falls and Moon River	D. Sweet	11	3	20 trips	20 00
Morley and Woodford	I. Johnson	7	2	12 months	90 00
Morrisville and Silver Water	J. B. Graham	5½	1	12 "	39 00
Mortimer Point and Port Carling	W. Mortimer	6	2	Season 1905-06	40 00
Morton Park and Roach's Point	N. Morton	1½	6	Part of seasons 1905 & '06	41 25
Mosborough and Railway Station	J. O. Cleghorn	½	12	12 months	90 88
Moulton and Dodge Crossing	A. M. Hoffman	½	6	9 " (to Mar. 31, '06)	30 00
do do	W. M. Allen	½	6	3 " from "	15 60
Mount Albert and Railway Stn	P. Steeper	½	12	12 "	56 34
Mount Albert and Sharon	do	7¼	6	12 "	200 00
Mount Albert and West Franklin	J. Brodie	2½	6	12 "	100 00
Mount Albion and Rymal Railway Station	J. A. Davis	3	6	12 "	120 00
Mount Dennis and Railway Station	F. W. Marshall	½	6	12 "	30 00
Mount Horeb and Reaboro	W. Elliott	5	3	12 "	100 00
Mulgrave and Ridgeway	C. J. Bitner	4	3	12 "	78 00
Munro's Siding and Mail Catching Post	E. C. Flizgerald	125 yds.	12	12 "	40 00
Murphy and Railway Station	R. Morrill	100 yds.	12	12 "	25 04
Myrtle and Myrtle Station	C. Hartle	¾	6	12 "	50 00
Myrtle and Railway Station	T. W. Ross	¼	12	12 "	75 00
Myrtle Station and Railway Stn	W. L. Martin	¼	6	9 " (to Mar. 31, '06)	23 50
do do	F. Law	¼	6	3 " from "	7 80
Nairn Centre and Railway Station	J. B. Hammond	¼	12	12 "	210 00
Nantye and Mail Catching Post	S. Spillett	¾	6	12 "	60 00
Naughton and Railway Station	J. A. Windsor	300 yds.	6	6 " (to Dec. 31, '05)	20 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Naughton and Railway Station....	L. Bouillon. ...	300 yds.	6	6 mos. (from Dec. 31,'05)	20 00
Nepigon and Railway Station.....	D. McDonald...	½	6	9 " (to Mar. 31, '06).	58 50
do do	J. J. G. Rosser.	⅛	6	3 " from " ..	19 50
Netherby and Railway Station.....	J. Bauer..	⅜	6	12 "	80 00
Neustadt and Railway Station.....	A. Dunemann ..	⅝	18	12 "	140 85
Newcastle and Orono....	T. W. Jackson..	4¼	6	12 "	155 00
New Lowell and Railway Station..	J. A. Mather, jr.	¼	24	12 "	37 44
Newmarket and Pine Orchard.....	T. Somerville...	4⅝	3	12 "	89 00
Newmarket and Railway Station ..	do ...	⅝	24	12 "	157 00
Newmarket and Sutton West....	R. D. Morton...	22	6	12 "	800 00
New Toronto and Railway Station.	T. Torbitt	1¾	12	12 "	100 00
Niagara-on-the-Lake and Railway Station.	J. Healey.	¼	12	12 "	60 00
Niagara-on-the-Lake and Stn. (C.S.)	J. Healey.	¼	12	Part of seasons 1905 & '06	35 00
Niagara-on-the-Lake and St. Catharines....	J. Cumpson	12	6	12 months	325 00
do do ...	R. J. Allen....	12	6	Season 1905-06..... ..	262 50
Niagara Falls and Niagara Falls Station, N.Y...	A. F. Crow.....	½	6	6 months (to Dec. 31, '05).	42 00
do do	W. Phemister...	½	6	6 " from " ..	55 00
Niagara Falls and Railway Station (C.S.).....	A. F. Crow....	¼	12	6 " (to Dec. 31, '05).	32 50
do do	W. Phemister...	¼	12	6 " from " ..	15 17
Niagara Falls and Queenston. ...	G. Gray.....	8	6	12 "	390 00
Niagara Falls and Street Letter Boxes	C. Corson.....	4½	12	12 "	140 00
Nipissing and Powassan.....	H. A. Richardson	10	6	12 "	480 00
North Keppel and Owen Sound ...	J. Carnahan. ..	21	6	4 " 12 days (to Nov. 12, '05).	238 45
do do	T. A. Gawley...	21	6	7 " 18 days (from Nov. 12, '05)..	411 54
Norval and Railway Station.....	J. Hewson.....	1½	6	12 "	100 00
Notre Dame du Lac and Verner...	J. B. Lajeunesse.	9	1	7 days (to July 7, '06)...	1 52
do do	J. Giguere.. ..	12	1	11 months 24 days (from July 7, '06)....	104 61
Nottawa and Railway Station....	D. Currie. ...	¾	12	12 "	156 50
Nottawa and Rob Roy	T. S. Freethy...	10	3	12 "	143 00
Novar and Railway Station.....	L. Consentine...	¼	12	12 "	62 60
Novar and Swindon.....	W. Savage.....	5	2	12 "	65 00
Oakville and Trafalgar.....	J. McDermott..	4	6	12 "	109 00
Oakwood and Railway Station. ...	W. A. Walton..	1½	18	12 "	319 24
Omemee and Railway Station.....	W. J. Lamb....	1⅝	24	9 " (to Mar. 31, '06).	150 40
do do	L. E. Hayes....	1½	24	3 " from " ..	49 92
Ophir and Poplar Dale	W. Hill, sr. ...	5	1	12 "	45 00
Ophir and Rydal Bank..... ..	do	9½	1	12 "	75 00
Orangeville, Railway Station and Street Letter Boxes.....	J. Henry.	¾	24 &12	12 "	338 68
Orangeville and The Maples.....	W. Dedrich ..	5	2	12 "	88 00
Orillia and Railway Station	A. Fraser.....	½	48	12 "	533 60
Orillia and Rugby.....	N. Gilchrist	7	6	12 "	219 00
Orillia and Sebright.	R. R. Young ...	17½	6	12 "	403 25
Orillia and Street Letter Boxes	A. Fraser.....	3	18	12 "	263 00
Oro Station and Railway Station...	W. Mitchell....	⅓	6	12 "	40 00
Orrville and Railway Station	W. White	¼	12	12 "	124 80
Orton and Railway Station	W. Mooney... .	⅛	12	12 "	48 19
Oshawa and Raglan	T. Courtice.....	23 r.t.	6	3 " (to Sept. 30, '05).	61 03
do do	W. R. Derby...	23 r.t.	6	9 " from " ..	257 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Oshawa and Railway Station	The Oshawa Ry. Co	1½	12	12 months	80 00
Oshawa Street Letter Box and South Oshawa	do	½ & 1	13 & 12	12 "	74 00
O'Sullivan's Corners and Agincourt Railway Station	W. A. Kennedy.	14 r.t.	6	12 "	350 00
Ouimet and Mail Catching Post	A. E Holder	100 yds.	6	12 "	50 00
Owen Sound and Railway Station (C.P.R.)	J. D. Stoddart	1	24	12 "	189 04
Owen Sound and Railway Station (G.T.)	do	½	30	12 "	198 32
Owen Sound and Street Letter Boxes	W. Bridgett	11	18	6 " (to Dec. 31, '05).	87 26
do do	J. D. Stoddart	11	18	6 " from "	100 00
Owen Sound and Tara	J. E. Grant	22¼ & 55 yds.	6	12 "	495 00
Oxenden and Wiarton	W. Gilbert	3	6	12 "	100 00
Palermo and Bronte Railway Stn.	G. Sargent	3	12	12 "	225 00
Parkersville and Mail Catching Post	P. L. Parker	350 yds.	6	12 "	60 00
Parry Sound and James Bay Junction	P. R. Johnson	4½	12	10 " and 14 days (to May 14, '06)	272 58
Parry Harbour and James Bay Station	C. L. White	¾	6	1 " 17 days (from May 14, '06)	42 60
Parry Sound and Shebeshekong	M. Hamilton	14	1	12 "	100 00
Pearceley and Sundridge	J. T. Milsop	8	2	12 "	132 00
Pelham Union and Tintern	C. E. Cosby	3	3	12 "	60 00
Penetanguishene and Railway Stn.	J. H. Picotte	¼	24	12 "	117 37
Penville and Tottenham	M. Casserly	19	6	9 " (to Mar. 31, '06).	257 25
do do	E. M. Wilson	19	6	3 " from "	85 75
Perm, Everett and Railway Stn.	E. F. Anderson	7½ & ⅛	6 & 18	12 "	283 00
Pevensey and Sundridge	W. Whittington.	8	2	12 "	150 00
Phelpston and Railway Station	R. Shields	⅛	6	12 "	42 25
Pickering and Railway Station	W. H. Peak	1½	6	2 " and 29 days (from April 2, '06)	6 18
Pine and Railway Station	B. B. Bohnsen	¼	12	12 "	62 60
Pine Grove and Woodbridge	J. G. Elliston	1¼	6	12 "	55 00
Pontypool and Railway Station	T. Stanton	⅛	18	12 "	104 40
Port Cockburn and Maple Lake Railway Station	J. Sword	8	6	Part of seasons 1905-06	60 00
Port Cockburn and Trout Lake	R. Lawson	2	3	Season 1905-06	37 50
Port Colborne and Railway Station	D. Armstrong	¼	36	12 months	170 99
Port Colborne and Street Letter Box	do	¼	24	12 "	60 00
Port Coldwell and Railway Station	M. J. Jackson	20 ft.	12	12 "	39 99
Port Credit and Railway Station	F. J. Hamilton	¾	6	12 "	43 82
Port Dalhousie and Railway Station	H. J. Stanton	¼	30	12 "	150 00
Port Hope and Railway Station	Smith Bros	¼	6	12 "	69 80
Port Hope and Midland Railway Station	T. Roberts	¾	36	12 "	325 00
Port Hope and Street Letter Boxes	do	2½	13	12 "	108 00
Port Maitland and Railway Station	J. Siddall	4	6	12 "	240 00
Port Perry and Railway Station	W. Jamieson	¼	24	12 "	90 00
Port Perry and Scugog	J. Jackson	7	2	12 "	100 00
Port Perry and Shirley	J. H. Espin	6	2	12 "	95 00
Port Robinson and Railway Station	C. B. Bennett	¼	24	12 "	124 99
Port Severn and Waubaushene	E. Polkinghorn.	4	3 & 6	12 "	168 98

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Sydney and Railway Station..	L. Stanworth..	2½	6	6 mos. (to Dec. 31, '05).	117 36
do do ..	J. Quigley.....	2½	6	6 " from " ..	117 36
Port Whitby and Railway Station..	C. Fox.....	½	12	12 "	25 00
Pottageville and Seventh Concession Crossing	J. T. Evans.....	1	6	2 " and 14 days (from April 16, '06)..	26 09
Powassan and Railway Station	A. H. Porter ...	¼	24	12 "	187 80
Powassan and Storie.	F. W. Mechefske.	7½	2	12 "	52 50
Power Glen and St. Catharines ..	W. G. Reynolds.	4	6	12 "	225 00
Powles Corners and Railway Stn...	W. H. Powles..	1	6	12 "	125 20
Priceville and Railway Station.....	D. G. McLean..	4	6	12 "	210 90
Priceville and Topcliff.	A. McCuaig...	4	3	12 "	80 00
Primrose and Whitfield..... ...	J. Bailey.	4½	6	12 "	145 00
Prince Albert and Railway Station.	J. G. Holman ..	½	12	12 "	80 00
Proton Station and Railway Stn...	N. McConnell ..	⅝	24	12 "	145 00
Proton Station and Wareham... ..	J. Roome .. .	9½	3	12 "	156 00
Providence and Spring Bay.....	T. Richings ...	6	1	12 "	40 00
Purbrook and Uffington..... ..	J. Crockford. ..	6	3	12 "	96 00
Puslinch and Railway Station	J. A. Macdonald	⅛	12	12 "	40 05
Quays and Railway Station..... .	H. W. Taylor .	200 yds.	6	12 "	25 00
Queenston and Railway Station....	F. A. Sheppard.	1½	12	Part of season 1905.....	63 70
Queensville and Ravenshoe.....	J. J. Fenton....	6	6	3 months (to Sept. 30, '05)	37 50
do do	E. Jones.....	6	6	9 " from " ..	131 25
Rama Road and Rama Road Crossing.....	J. Heslin.	1½	6	12 "	80 00
Randall and Mail Catching Post...	J. Speck.....	66 yds.	6	12 "	30 50
Ravenshoe and Brown Hill Railway Station.....	W. Linstead....	8	6	9 " (to Mar. 31, '06).	187 50
do do ..	H. Glover.....	8	6	3 " from " ..	62 50
Ravensworth and Railway Station.	J. Q. Adams....	100 yds.	18	12 "	46 69
Reaboro and Railway Station.....	J. Greer.....	¼	12	12 "	70 00
Renforth and Southcote.....	J. Draper	2¼	6	12 "	84 36
Richard's Landing and Railway Stn	R. Holmes.....	9	6	12 "	495 00
Ridgemont and Stevensville.. .	A. Saylor ..	3	3	9 " (to Mar. 21, '06) .	56 25
do do . . .	J. D. Gilmour..	3	3	3 " from " ..	22 50
Ridgeway and Railway Station....	H. Anthony....	¼	12	12 "	68 00
River Valley, Desaulniers and Verner..	A. Leduc.....	17 & 11	1	12 "	225 00
Riverview and Railway Station....	J. Laing.....	3¾	6	12 "	120 00
Roach's Point and Railway Station.	R. Colgan .. .	3	6	Part of seasons 1905-06 .	104 00
Robb and Yeovil	T. Bunston.....	2¾	3	12 months	62 40
Rock Hill and Seguin Falls...	D. A. Campbell.	12	3	12 "	200 00
Rockside and Terra Cotta.....	G. Davidson ..	3½	6	12 "	100 00
Rosedene and Silverdale Railway Stn	B. Moot.....	3	6	12 "	180 00
Rosemont and Shelburne.	J. J. Hunter....	12	6	12 "	468 00
Rosemont and Sheldon..	T. J. Anderson.	3¾	6	12 "	111 65
Rosseau and Maple Lake Railway Station.	J. Harvie.	13½	6	12 "	390 00
Rosseau and Rosseau Falls	P. Mutchenbacher	4	3	Season 1905-06..	36 00
Rosseau and Shannon Hall.....	A. Grenkie.....	8½	1	12 months.....	78 00
Rosseau and Stanley House. ...	W. B. Maclean.	8	1	Season 1905-06....	52 50
Rosseau and West Grove..	M. E. West ...	5½	1	12 months	40 00
Rossport and Railway Station. ..	J. A. Nicol.....	50 yds	12	12 "	50 00
Roundwood and Sault Ste. Marie..	M. Doyle	7	1	12 "	52 00
Ruskview and Terra Nova.	W. R. Campbell	2¾	3	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Anns and Railway Station	J. M. Snyder	¼	12	12 months	50 00
St. Anns and Smithville Railway Station	J. H. Hill	3	6	12 "	100 00
St. Anns and Welland Port	W. Cavers	6	12	12 "	349 00
St. Catharines and Railway Station	D. Walker	1	24	12 "	273 97
St. Catharines and Street Letter Boxes	M. Ireson	15	1, 2, 4	12 "	235 00
St. Charles and Warren	L. Levert	15	3	Part of season 1906	45 60
St. Davids and Railway Station	J. Doyle	1	12	Part of season 1905	68 25
St. Patrick and Mail Catching Post	O. Pelow	½	3	12 months	46 80
Sadova and Sebright	H. Matheson	5½	2	12 "	60 60
Sandford and Uxbridge	B. M. Harwood	9	6	12 "	273 00
Sandhill and Mono Road Railway Station	J. White	2½	6	12 "	104 00
Sault Ste. Marie and Railway Station	W. Hussey	1¾	6	12 "	78 50
Sault Ste. Marie and Railway Station	J. Higgins	½	25	12 "	590 74
Sault Ste. Marie and Sault Ste. Marie West	W. Hussey	¾	6	12 "	156 50
Sault Ste Marie and Street Letter Boxes	do	1½	6	12 "	174 92
Sault Ste. Marie and Wharf	W. A. Adams			Special trip	1 05
do do	J. Higgins			33 trips	17 00
Saurin and Mail Catching Post	T. McGrath	¼	12	12 months	20 00
Scarboro Junction and Woburn	J. Gibson	22 R.T.	6	12 "	330 00
Schreiber and Railway Station	J. E. Walker	200 yds	12	12 "	100 00
Scotch Block and Railway Station	W. Hampshire	1/10	6	12 "	60 00
Scotia and Mail Catching Post	E. B. Clearwater	¾	6	12 "	78 25
Seagrave and Railway Station	R. Reynolds	½	6	12 "	60 00
Searchmont and Railway Station	J. L. Naylor	300 yds	6	12 "	39 25
Seguin Falls and Railway Station	R. Fry	30 yds	12	12 "	55 00
Severn Bridge and Railway Station	S. Jackson	½	18	12 "	90 00
Shallow Lake and Railway Station	J. J. Scott	¼	24	12 "	110 15
Shanty Bay and Railway Station	H. G. Martin	¼	12	12 "	86 05
Shelburne and Orangeville	Mowat & Babe			Special trip	5 00
Shelburne and Railway Station	O. Rand	¼	24	12 months	87 64
Sheridan and Clarkson Railway Station	W. H. Falconer	6½	6	12 "	350 00
Sherkston and Railway Station	G. Zavitz	400 ft	12	12 "	30 00
Shisler's Point and Sherkston Railway Station	W. A. Winger	1¼	12	9 " (to March 31, '06)	75 00
	W. E. Wilhelm	1¼	12	3 " from "	25 00
Smithdale and Railway Station	D. Smith	¼	6	12 "	25 04
Smithville and Railway Station	E. M. House	¼	12	12 "	99 98
Smoky Falls and Sturgeon Falls	A. Peno	10	1	12 "	52 00
Sniders Corners and Trafalgar	T. Clifton	7	3	12 "	150 00
Snowville and Tehkummah	J. Hutchison	3	2	12 "	50 00
Snyder and Stevensville Railway Station	J. J. Willick	1¼	6	12 "	88 00
Sonya and Railway Station	A. Black	⅜	6	12 "	78 25
South Bay Mouth and Tehkummah	J. Hutchison	19	1	12 "	149 00
South Oshawa and Railway Station	The Oshawa Railway Company	½	36	12 "	60 00
South River and Railway Station	E. Jacobs	⅛	12	12 "	92 19
South River and Wattenwyl	A. Egger	18	3	12 "	250 00
Sowerby and Dayton Railway Station	A. H. Hagen	6¼	3	12 "	195 00
Spanish River Station and Railway Station	C. W. Hamilton	¼	12	12 "	100 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Spragge and Railway Station	The Cook and Bro's Lumber Co. of Ontario.	¼	12	12 months	125 20
Sprucedale and Railway Station	W. Pearce	75 yds	12	12 "	31 30
Sprucedale and Yearleys	W. Quinn	10¾	3	12 "	172 00
Stanleydale and Utterson	J. Lamb	15	3	12 "	273 00
Star and Mail Catching Post	J. Ritchie	⅜	6	12 "	40 00
Stayner and Railway Station	D. McNabb	½	24	12 "	78 00
Stayner and Strongville	H. B. Woodard.	23¾	3	12 "	155 80
Steelton and Mail Catching Post	H. A. Madden	250 yds	12	2 " (to Aug. 31, '05).	5 83
do do	F. J. Mack	250 yds	12	10 " from "	29 16
Stevensville and Railway Station	J. D. Gilmour	¼	12	12 "	40 00
Stirling Falls and Mail Catching Post	G. L. McK. Bolton,	6¼	3	12 "	124 80
Stobie Mine and Sudbury	D. McNaughton	3½	6	12 "	125 00
Stone Quarry and Windmill Point Flag Station	J. Wise	¾	6	12 "	70 00
Stony Creek and Woodburn	W. Ptolemy	15 R.T.	6	3 " (to Sept. 30, '05).	65 65
do do	J. W. Green	15 R.T.	6	9 " from "	287 91
Stouffville and Railway Station	W. S. Hare	½	30	12 "	110 78
Streetsville and Streetsville Junction Station	W. Steen	½ & ¾	18	12 "	154 48
Stroud and Railway Station	R. G. McCraw	1	12	12 "	147 36
Sturgeon Bay and Railway Station	J. Flayfair	⅛	12	12 "	80 00
Sturgeon Falls and Railway Station	J. Lafferty	¼	26	12 "	158 16
Sturgeon Point and Wharf	The Trent Valley Navigation Co.	⅛	12	Part of season 1905-06	15 00
Sudbury Manitoulin and North Shore Railway Station	J. M. Kelly	⅛	12	12 months	160 00
Sudbury and Railway Station	do	⅛	40	12 "	593 48
Summerville and Cooksville Railway Station	W. O'Brien	6	6	12 "	170 00
Sunderland and Railway Station	W. H. Oliver	¼	24	12 "	94 00
Sundridge and Railway Station	J. Carter	⅛	18	12 "	176 60
Suspension Bridge Tolls	T. Reynolds			12 "	40 00
Sutton West and Railway Station	A. Ducett	⅛	12	12 "	50 00
Sutton West and Vachell	M. Boisvert	4	6	5 " (to Nov. 30, '05).	31 25
do do	F. Daley	4	6	7 " from "	160 41
Swansea and Railway Station	J. Brydson	250 yds.	18	12 "	70 00
Temperanceville and Railway Stn.	J. W. Legge	6¼	6	12 "	200 00
Terra Cotta and Railway Station	J. Coulter	⅛	6	12 "	54 00
Thessalon and Railway Station	C. Donaldson	3	12	12 "	187 80
Thessalon and Wharncliffe	C. M. Ansley	19¾	1	12 "	141 02
Thompsonville and Railway Station	M. Schmietendorf	1¼	12	12 "	110 00
Thornton and Railway Station	W. H. Martin	¼	18	12 "	110 00
Thorold and Railway Station	P. R. Warner	¼	24	12 "	215 00
Tioga and Railway Station	A. Lemon	¼	12	12 "	43 82
Toronto Letter Carriers Service	The Toronto Ry. Co.			12 "	4,921 00
Toronto and Railway Station (T. & Y. R. Co.)	T. Mounce	2	24	12 "	225 00
Toronto and Railway Station	The Canadian Transfer Co.	1	165	12 "	1,619 06
Toronto—Transfer of Mails at Union Station	G. T. Railway			12 "	626 00
Toronto and Sorting Room, Union Station	A. Bailie	1	1	12 "	13 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Toronto P. O. and Stations A. and C	T. Bilton			12 months	1,800 00
Toronto P.O., Station B, Letter and Parcel Boxes and Union Station	T. Mounce			12 "	1,375 00
Toronto and Station H	R. Newell	1		1 " and 25 days (from May 7, '06)	307 09
Toronto—Extra Christmas Delivery	R. Newell				260 00
do do	Can. Transfer Co.				48 75
do do	J. K. Cuthbertson				4 00
Toronto P.O. and Union Station and Stations A. C. E. and F	Can. Trafer Co			9 mos. (from Oct. 1, '05)	92 16
Toronto and sub. Post Office and Letter Boxes	J. Powers	276 & 1,500 ft.	as req.	12 "	9,990 00
Toronto Junction, Carlton and Royce Avenue Railway Station	H. W. West	1½	18	12 "	100 00
Toronto Junction and Railway Stn.	do	¼	36	12 "	145 00
Toronto Junction and Toronto	do	5	1	12 "	34 00
Tottenham and Railway Station	S. Morrow	¼	24	8 " (to Feb. 28, '06)	32 66
do do	M. J. Casserly	¼	24	4 " from "	16 33
Trinity and Jerseyville Railway Station	G. W. Bishop	6	6	12 "	185 00
Trout Creek and Railway Station	M. Corkey	¼	18	12 "	106 80
Turbine and Mail Catching Post	The Huronian Co., Ltd	3½	6	12 "	1 00
Uhthoff and Railway Station	J. Lynes	¼	12	12 "	97 03
Unionville and Railway Station	T. Bennett	¼	24	12 "	120 00
Uphill and Victoria Road	A. Gilmour	12& 13½	6 & 3	12 "	540 00
Uptergrove and Railway Station	J. Kenny	½	12	12 "	48 00
Utica and Uxbridge	G. Minty	6½	6	12 "	200 00
Utopia and Railway Station	A. Connor	1/16	12	12 "	87 64
Uxbridge and Railway Station	F. W. Heard	½	24	12 "	80 00
Uxbridge and Victoria Corners	J. H. Wagg	7	3	12 "	106 84
Varney and Railway Station	C. Gadd	½	24	12 "	64 16
Verner and Railway Station	C. G. Guenette	⅛	24	12 "	250 00
Victoria Harbour and Railway Stn.	M. Vasey	¼	24	12 "	128 80
Victoria Mines and Mail Catching Post	G. G. Elliott	¼	12	12 "	144 00
Vine and Mail Catching Post	V. P. Kelcey	1/16	12	12 "	56 34
Vinemount and Railway Station	J. M. Patterson	⅛	6	12 "	25 00
Vivian and Railway Station	G. W. McCormick	⅛	12	12 "	80 00
Wahnapitae and Railway Station	J. Fortin	¼	12	12 "	180 00
Waldemar and Railway Station	E. Grosskurth	½	12	12 "	100 16
Walford Station and Railway Stn.	A. G. Walford	⅛	12	12 "	109 55
Warren and Railway Station	C. L. Keeling	100 yds.	12	12 "	187 00
Washago and Railway Station	J. H. Carson	⅛	12	12 "	50 08
Waterdown and Railway Station	G. F. Creen	3½	12	12 "	318 75
Waubamick and Parry Sound Road	H. Harris	1½	2	12 "	30 00
Waubaushene and Railway Station	W. H. F. Russell	⅛	24	12 "	120 00
Waverly and Railway Station	W. Drinkill	9	6	12 "	303 00
Wayland and Mail Catching Post	S. E. Upton	150 yds.	3	6 " (from Jan. 1, '06)	0 50
Webbwood and Railway Station	F. Currier	300 yds.	12	12 "	94 48
Weir and Mail Catching Post	A. Pepper	200 yds.	6	5 " and 29 d. (from Jan. 3, 1906.)	37 09

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Welland and Railway Station (C.S.)	J. McQueen	1½	12	12 months	98 88
Welland and Railway Station (G.T.)	J. J. Yokom	¾	24&30	12 "	322 30
Welland and Railway Station (T. H. & B.)	J. McQueen	1¼	24	12 "	187 80
Welland and Street Letter Boxes	J. J. Yokom	1	18	12 "	180 00
Wesleyville and Railway Station	J. Barrowclough	1½	6	3 " (to Sept. 30, '05).	20 00
do do	W. Thorndyke	1½	6	9 " from "	90 00
Weston Letter Box and Railway Stn	A. Harvey	¾	8	12 "	85 00
Whitby and Railway Stn. (G. T.)	W. Newport	1	6	12 "	75 00
do do (W. & P.P.)	do	⅓	12	12 "	49 00
Whitefish and Railway Station	J. D. Gemmill	¼	6	12 "	50 00
Whitehall and Railway Station	W. A. White	⅛	12	12 "	81 16
White River and Railway Station	W. M. McDougall	⅛	12	12 "	120 00
Windermere Station and Mail Catching Post	S. E. Upton	150 yds.	3	6 " (to Dec. 31, '05).	0 50
Woodbridge and Railway Station	B. S. Haslam	¼	24	12 "	100 00
Woodville and Railway Station	B. Lapp	¾	24	12 "	99 00
Worthington and Railway Station	J. Carroll	½	12	12 "	62 60
Wyebridge and Wyevale G. T. R. Station	G. Steer	5	6	12 "	219 10
Wyevale and G. T. R. Station	J. Bishopric	1/16	6	12 "	15 64
Zephyr and Railway Station	F. Gray	3	6	12 "	117 25
Zimmerman and Railway Station	W. Lee	5	6	12 "	295 00
Total					158,565 11
Less amount withdrawn from Guarantee Fund					122 30
					158,442 81

APPENDIX B—*Continued.*

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division made within the year ended, June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberarder and Railway Station	J. Graham	⅛	6	6 months (to Dec. 31, '05)	25 12
do do	E. Hanniford	⅛	6	6 " from "	24 96
Aberdour and Railway Station	G. Christie	¼	6	12 "	70 10
Adelaide and Strathroy	C. McCarthy	8¾ & 89¾	6	12 "	239 93
Ailsa Craig and Nairn	D. A. McIntyre	8½	6	12 "	280 00
Ailsa Craig and Railway Station	J. Morgan	⅛	12	12 "	80 00
Albuna and Blytheswood	E. Courtney	2¼	3	3 " (to Sept. 30, '05)	15 00
do do	N. J. Courtney	2¾	3	9 " from "	45 00
Aldboro and Rodney	J. Sholtz	4	6	12 "	160 00
Alford Junction and Railway Station	J. R. Summerhays	150 yds.	6	5 " (from Feb. 1, '06)	14 49
Allenford and French Bay	H. Shannon	8	2	12 "	109 00
Allenford and Railway Station	C. Cartwright	¾	12	12 "	93 90
Allenford and Southampton	do	10½	6	12 "	249 00
Alma and Railway Station	A. Roos	¼	24	9 " (to Mar. 31, '06)	89 25
do do	J. E. Brown	¼	24	3 " from "	43 68
Alma and Winfield	J. H. Stone	8	6	12 "	206 00
Alvinston and Railway Station	S. G. Williams	⅓	12	12 "	87 00
Amherstburg and Railway Station	J. R. Tomlinson	¼	12	12 "	83 87
Amherstburg and Vereker	T. A. Thornton	6	6	7 " 18 days (from Nov. 13, '05)	89 17
Amherstburg and Windsor	A. Fox	17½ & 19½	6 & 3	12 "	450 00
Amiens and Strathroy	W. Ireland	5	6	12 "	112 87
Amulree and Stratford	J. D. Fisher	11	6	12 "	294 00
Appin and Mayfair	J. E. Campbell	5½	6	12 "	185 25
Appin and Osman	H. Davis	8½	3	12 "	120 00
Appledore and Railway Station	W. Higgs	2½	2	12 "	57 20
Arkona and Keyser	H. E. Wilson	5½	6	12 "	165 00
Arkona and Thedford	W. H. Sitlington	7½	6	12 "	101 25
Arkona and Watford	T. J. Wilson	13⅓ & 11¼	6	12 "	299 00
Armow and Kincardine	D. McKenzie	11	3	12 "	146 25
Arner and Railway Station	G. C. Greaves	¼	12	12 "	54 00
Arthur and Fergus	W. E. Draper	12	6	12 "	135 00
Arthur and Railway Station	E. A. Driscoll	¾	24	12 "	150 24
Atkin and Inwood	H. Atkin	4½	2	12 "	75 00
Atwood and Mitchell	J. Abbott	17	6	12 "	349 00
Atwood and Railway Station	D. Gordon	⅛	6	12 "	78 00
Auburn, Blythe Railway Station and St. Augustine	M. A. Moore	6¾ & 6¼	6	6 " (to Dec. 31, '05)	225 00
Auburn, Blythe Railway Station and St. Augustin	J. McKnight	6¾ & 6¼	6	6 " from "	225 00
Aughrim and Tancred	J. Fields	2¼	2	12 "	40 00
Auld and Railway Station	A. Mayville	500 ft.	6	3 " (from Apr. 1, '06)	1 06
Avon, Putnam and Railway Station	G. Fralick	6 & ½	6 & 12	12 "	225 00
Avonbank and St. Paul's Railway Station	J. Gibson	14 9/16	6	12 "	397 00
Avonry and Wilkesport	E. Blacklock	2½	2	12 "	45 00
Aylmer and Dunboyne	C. Papst	32	6	9 " (to Mar. 31, '06)	355 50
do do	C. Ryckman	32	6	3 " from "	118 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aylmer and Railway Station (G.T.)	A. W. Pierce	3/4	24	12 months	100 00
do do (M.C.)	do	2 1/2	12	9 " (to Mar. 31, '06)	100 92
do do do	C. Ryckman	2 1/2	12	3 " from "	33 63
Aylmer and St. Thomas	J. Thodey	10	6	12 "	200 00
Ayr and Railway Station	N. Dragon	1/4	18	12 "	140 85
Ayr and Roseville	N. B. Bricker	4 1/2	6	12 "	157 00
Baden and Wellesley	P. Ottman	9	6	12 "	235 00
Bamberg and Petersburg	G. Kress	8	6	12 "	190 00
Banner and Railway Station	J. Clendinning	1/2	6	12 "	69 63
Barrettville and Essex	S. Tice	8 5/10	2	12 "	91 00
Bayfield and Railway Station	H. Little	9 3/4	6	12 "	200 00
Bayfield and Seaforth	do	17	6	12 "	315 00
Bayham and Ingersoll	P. Kennedy	20 1/2	6	12 "	440 00
Beachville and Railway Station	T. Taylor	275 yds.	6	12 "	50 00
Beaconsfield and Woodstock	H. Rice	16	6	12 "	324 00
Bear Line and Chatham	J. E. Watson	8 1/4	2	12 "	148 00
Beaver Meadow and Bradshaw	D. Youngs	4 1/2	2	6 " (to Dec. 31, '05)	26 00
Becher and Terminus	M. Munro	4 1/2	2	12 "	52 00
Becher and Wallaceburg	E. H. Ruttan	5	3	6 " (to Dec. 31, '05)	40 00
do do	J. S. Grant	5	3	5 " (to May 31, '06)	33 41
Beechwood, St. Columban and Railway Station	J. J. Ryan	2 3/4 & 1/4	6 & 8	12 "	190 00
Belgrave and Warnoch	P. Porterfield	3 3/5	3	12 "	60 00
Belgrave and Railway Station	D. Sproat	1/2	18	12 "	150 00
Belgrave and Sunshine	M. S. Watson	3 1/2	2	12 "	70 00
Belle River and Byrnedale	W. Byrne	5 1/2	1	12 "	55 00
Belmont and London	J. Charles	14	6	12 "	140 00
Belmont and Railway Station	do	1/2	12	12 "	58 83
Belmore and Wroxeter	J. Chittick	6	6	10 " (to Apl. 30, '06)	125 67
do do	J. Marshall and T. Totter	6	6	2 " from "	23 33
Belton and Railway Station	W. C. Box	1/8	12	12 "	50 00
Belton and St. Ives	H. Powell	6	2	12 "	68 25
Bemmiller and Goderich	W. Moore, Jr.	6 1/2	6	12 "	240 00
Bentpath and Dresden	N. Reid	14	2	12 "	163 10
Berlin and Bridgeport	Berlin & Waterloo Street Railway Company	2 1/2	6	8 " (from Nov. 1,'05)	66 58
Berlin and Crosshill	T. S. Playford	15 1/4	6	12 "	300 00
Berlin, Galt and Elmira Railway Station	Berlin & Waterloo Street Railway Company	1/2	18	12 "	150 00
Berlin and Street Letter Boxes	C. B. Fischer	91 3/4	13&19	12 "	300 00
Berlin and Waterloo	Berlin & Waterloo Street Railway Company	2	6	12 "	37 56
Berlin and West Montrose	J. McGovern	14	6	12 "	365 00
Bickford and Railway Station	M. Webster	300 ft.	12	12 "	40 05
Big Point and Chatham	W. Lapp	13 1/4	6	12 "	490 00
Birr and Southgate	G. Morrison	2 1/2	3	12 "	50 00
Blackwell Station and Railway Station	P. Wellington	2 5/8	2	8 " (to Feb. 28, '06)	28 00
Blackwell Station and Railway Station	F. C. Wheatley	5/8	2	4 " from "	14 00
Blandford Station and Railway Station	E. A. McCombs	1/16	12	12 "	36 00
Blair and Railway Station	J.J.H. Renshaw	20 ft.	12	12 "	26.81

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Blenheim and Morpeth	T. K. Morris	11	6	12 months	510 13
Blenheim and Railway Station	do	½	18	12 "	153 52
Blenheim and Rondeau	J. D. Mann	5	6	12 "	150 00
Blenheim and Wheatley	W. E. Dean	32½	6	6 " (to Dec. 31, '05).	427 75
do do	W. C. Wickwire	32½	6	6 " from "	469 50
Blue Lake and Railway Station	J. D. McDonald	¾	12	12 "	62 60
Bluevale and Railway Station	J. Gardner	¾	12	12 "	109 55
Blyth and Railway Station	W. Bell	½	24	12 "	175 28
Blytheswood and Goldsmith	D. Reid, Jr.	4⅛	3	12 "	90 00
Blytheswood and Railway Station	A. J. Scratch	1¼	6	12 "	123 58
Bornholm and Brodhagen	W. Hillebrecht	4	6	12 "	147 00
Bothwell and Clachan	J. T. Patterson	6 & 6⅝	6	12 "	258 98
Bothwell and Florence	C. McDonald	8½	6	12 "	300 00
Bothwell and Moravian Town	W. Goolding	4	2	12 "	56 00
Bothwell and Mosside	J. McConbray	16	6	12 "	345 00
Bowood and Ivan	J. S. Harris	5	6	12 "	141 42
Boxall and Fingal	L. Else	3½	4	12 "	100 00
Bradshaw and Brigden	W. A. Dawson	5	3	12 "	99 00
Brandy Creek and Railway Station	J. Burke	⅜	6	12 "	45 00
Brantford and Burtch	S. McIntyre	6⅝	6	12 "	170 00
Brantford and Grand View	Hunt & Colter	1	6	12 "	50 00
Brantford and Langford	D. Dowling	8	6	12 "	200 00
Brantford and Railway Stations	J. M. Dyckman & Co.	¼, ¼ & ½	24, 24, 66	12 "	603 63
Brantford and Street Letter Boxes	J. Moffat	20½	12	6 " 11 dys. (to Jan. 4, '06)	322 50
" "	E. Cutmore	198	18	5 " 27 dys. (from Jan. 4, '06)	817 40
Breslau and Weissenburg	J. Rider	9	6	12 "	200 00
Brewster and Park Hill	J. Raville	15⅝	6	12 "	300 00
Brigden and Railway Station	J. Armstrong	¼	12	12 "	93 90
Brigden and Wheeler	C. Napper	6	2	12 "	104 00
Bright and Cassel	W. Armstrong	9	6	12 "	343 00
Bright, Washington and Ry. Statn	E. Yatzka	6¼ & ⅛	6 & 12	12 " 8 dys. (from Feb. 21, '06)	198 33
Bright and Railway Station	W. B. Wilson	⅛	6	4 "	10 00
Brinkman's Corners and Tobermory	J. H. Hopkins	17¾	2	3 " (to Sept. 30, '05).	67 50
" "	W. H. Hopkins	17¾	2	9 " from "	145 50
Britton and Railway Station	A. G. Alexander	¼	6	6 " (to Dec. 31, '05.)	34 00
" " "	M. Dobson	¼	6	6 " from "	34 00
Brucefield and Railway Station	C. Wilson	¼	24	12 "	68 86
Brunner and Railway Station	W. Peters	⅛	6	12 "	62 60
Brussels and Cranbrook	G. Huether	5	6	12 "	117 00
Brussels and Railway Station	G. R. Muldoon	½	24	12 "	120 18
Brussels and Seaforth	E. G. Lowry	15	6	12 "	175 00
Brussels and Wroxeter	do	10	6	12 "	225 00
Bryanston and Devizes	A. Grant	4¼	3	12 "	72 00
Burford and Cathcart	R. W. Cavin	5¼	6	12 "	139 00
Burford and Fairfield Plain	J. Cavin	3½	6	12 "	140 00
Burgessville and Newark	J. Mitchell	5½ & 9½	6	12 "	230 00
Burgessville and Railway Station	F. Perdue	⅛	18	12 "	50 60
Buxton and Railway Station	B. G. Burk	1	12	12 "	125 20
Byron and London	J. Charles	5/6	6	12 "	173 33
Calder and Railway Station	H. G. Jones	2¾	2	12 "	51 00
Caledonia and Conboyville	J. McMillan	6	2	12 "	93 75
Caledonia and Railway Station	do	½	24	12 "	145 00
Caledonia and Six nations	P. J. Atkins	5¼	3	12 "	49 50
Canfield and Railway Station	T. Brown	1/16	18	12 "	78 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cape Croker and Colpoy's Bay	I. Descheneaux.	15	2	12 months	95 00
Cargill and Railway Station	C. W. Keeling..	3/4	18	12 "	135 19
Carholme and Simcoe	R. Hodges	17 3/4	6	12 "	480 00
Carlsruhe and Railway Station	X. Lobsinger.	1 1/4	12	12 "	109 83
Cayuga and Deans	G. Shipway	3	3	12 "	76 44
Cayuga ond Railway Station (G.T.)	E. Wigg..	1/2	6	12 "	59 47
do do (M.C.)	do	1/2	12	12 "	46 95
Cayuga and Gypsum Mines	F. Walton	4	6	12 "	145 45
Cayuga and Kohler	L. Mine	4 1/2	3	12 "	121 25
Cayuga and Railway Station	G. Lishman	1 1/2	12	12 "	148 60
Cayuga and Upper	J. Pridmore	12	3	12 "	150 00
Centralia and Saintsbury	W. J. Smyth	4	2	12 "	52 00
Charing Cross and Doyle's	M. Doyle	4 1/2	2	12 "	75 00
Charing Cross and Railway Station	A. Hunter	1/2	24	12 "	100 16
Charlemont and Tupperville	A. Walker	4 1/2	2	12 "	61 00
Chatham and Mitchell's Bay	J. McLaren	15 1/2	3	12 "	247 14
Chatham and Pere Marquette Railway Station	W. Lethbridge	1/2	30	12 "	265 00
Chatham and Street Letter Boxes	H. J. Maggs	7 1/2	18	12 "	401 69
Chatham & Wallaceburg & Crossing	Chatham, Wallaceburg & Lake Erie Ry. Co.	6	18	1 " 27 days (from May 5, '06)	23 49
Cheapside, Jarvis and Ry. Station	R. Mattice	15 & 3/8	6 & 12	12 "	450 00
Cheapside and Sandusk	W. R. Dennis	4	6	12 "	165 00
Chelsea D. Green and London	C. F. Coates	2	6	6 " (from Jan. 1, '06)	37 50
Chepstowe and Railway Station	J. Schurter	2 1/2	6	3 " (to Sept. 30, '05).	29 25
do do	C. Mullin	2 1/2	6	9 " from "	80 25
Chesley and Railway Station	J. Lindsay, Jr.	3/8	18	12 "	180 00
Christina and Mount Brydges	J. Bond	17	3	12 "	117 00
Clanbrassil and Railway Station	J. Cossar	2	6	12 "	60 00
Clandeboye and West McGillvray	J. W. Hardy	7 1/2	6	9 " (to Mar. 31)	126 75
do do	J. McCaffrey	7 1/2	6	3 " from "	35 21
Clifford and Huntingfield	J. Renwick	7	2	12 "	90 00
Clifford and Lakelet	J. Horton	5 1/2	6	12 "	120 00
Clifford and Railway Station	J. Bolton.	1/4	12	12 "	60 07
Clinton and Railway Station	J. W. Elliott	1/4	48	12 "	175 28
Clinton and Summerhill	I. Brownlee	4 1/4	3	12 "	117 75
Coatsworth Station and Railway Station	J. E. Liddle	15 rods.	12	12 "	43 82
Coldstream and Fernhill	S. P. Zavitz	6	6	12 "	107 00
Colinville and Sarnia	J. McKellar	33 3/8	3	12 " and arrears	258 08
Colpoy's Bay and Wiarton	L. Hyatt.	3	6	12 "	90 00
Comber and Railway Station	W. Burnard	1/2	24	6 " (to Dec. 31, '05).	65 73
do do	A. Wallace	1/2	24	6 " from "	65 73
Comet and Harrow	J. B. Beaudoin.	4	3	12 "	143 00
Conroy and St. Paul's Station	J. Robb	3	2	12 "	60 00
Copleston and Petrolea	W. White	3 1/8	6	12 "	160 00
Corinth and Railway Station	A. McKenzie	25 rods.	12	12 "	59 00
Cornell and Railway Station	I. Sommers	3/8	12	12 "	85 00
Coruma and Railway Station	C. E. Proctor	1/3	12	12 "	68 64
Cotswold and Palmerston	G. Williams	7	6	12 "	250 00
Cottam and Essex	A. Lonsberg	5 1/4	6	12 "	160 00
Courtland, Port Rowan and Railway Station	W. T. Minard	20 & 1/4	6 & 12	12 "	649 00
Courtland and Rosanna	W. J. Heron	4	2	12 "	48 00
Courtwright and Ladysmith	J. Coyle, Sr.	5 1/2	3	12 "	95 00
Courtwright and Railway Station (M.C.)	W. A. Cathcart.	1/4	12	12 "	78 25
Courtwright and Père Marquette Railway Station	do	1/3	12	12 "	76 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cowall and Iona Station	W. Fletcher	6	6	12 months	90 00
Cranston and Railway Station	H. B. Webber	4½	6	12 "	182 00
Crediton and Railway Station	C. Wolf	5	12	12 "	390 00
Crinan and Dutton	N. Currie	10	3	12 "	190 00
Croton and Thamesville	W. H. Smith	11	6	12 "	300 00
Cultus and Erie View	E. Overbaugh	8	6	12 "	200 00
Curries Crossing and Railway Stn.	W. D. Smith	¼	6	12 "	75 12
Cuthbert and Edy's Mills	J. Marshall	4½	2	12 "	52 00
Darrell and Railway Station	S. Duncan	50 ft.	6	1 " (to July 31, '05).	1 30
do do	J. McIsaac	50 ft.	6	11 " from "	14 35
Dashwood and Exeter Railway Stn.	P. McIsaac	8¼	6	12 "	220 00
Dashwood and Park Hill	do	16½	6	12 "	334 00
Dawn Mills and Dresden	J. Watson	12½	6	12 "	216 66
Deceewsville and Railway Station	E. Barnett	300 yds	12	12 "	54 00
Deemerton and Mildmay	A. Kueneman	2½	6	9 " (to Mar. 31, '06).	108 00
do do	J. Kastor	2½	6	3 " from "	34 75
Delaware and London	F. Ireland	12	6	12 "	214 83
Delhi and Railway Station	J. M. Crysler	½	6	9 " (to Mar. 31, '06).	23 50
do do	F. McMonagle	½	6	3 " from "	12 50
Delhi and Rhineland	G. Manthe	4	3	12 "	67 75
Delhi, Wyecombe and Railway Stn	A. L. Wilson	8½ & ½	6 & 12	12 "	225 00
Delmer and Railway Station	E. Hicks	¼	6	12 "	50 00
Denfield and Duncrief	N. Stewart	6½	6	12 "	200 00
Denfield and Railway Station	do	6 rods	24	12 "	44 00
Dereham Centre and Main Post Road, and Mitchell's Corners	W. Short	2	6	9 " (to Mar. 31, '06).	72 00
Dereham Centre and Railway Stn.	A. Chandler	2¾	6	3 " from "	35 00
Derrynane and Kenilworth	J. Purtell	5	2	12 "	50 00
Dexter and Union	M. Parker	5	6	9 " (to Mar. 31, '06).	90 00
do do	D. Weir	5	6	3 " from "	35 00
Dobbinton and Mount Hope	J. King	19¾	3	12 "	193 44
Dobbinton and Railway Station	W. J. Thompson	1/16	12	12 "	87 64
Dobbinton and Williscroft	H. D. Woods	2	3	12 "	78 00
Donegal and Railway Station	J. J. Hymers	4⅝	6	12 "	134 59
Doon and Railway Station	J. H. Thompson	1/16	18	12 "	39 89
Drayton and Hollen	J. A. Saigeon	5	6	8 " (to Feb. 28, '06).	114 25
do do	E. Close	5	6	4 " from "	57 85
Drayton and Railway Station	R. Henderson	½	24	12 "	159 00
Drayton and Riverbank	N. Ruston	6¾	6	12 "	247 50
Dresden and Railway Station	J. Watson	¾	24	12 "	200 32
Drew and Railway Station	S. Bishop	2¼	6	12 "	113 62
Drew Station and Railway Station	J. H. Dickson	200 yds.	6	12 "	20 00
Drumbo and Railway Stations and Mail Transfers	R. Alexander	.....	as req.	12 "	168 11
Drysdale and Kippen	J. Howard	10	6	12 "	200 00
Duart, Palmyra and Railway Stn.	L. Eberle	8¼	6 & 12	9 " (to Mar. 31, '06).	262 50
do do do	W. Jones	8¼	6, 12	3 " from "	110 00
Dublin and Farquhar	J. Riley	83	6	12 "	295 00
Dublin and Railway Station	M. Wallace	¼	24	3 " (to Sept. 30, '05).	38 34
do do	F. McLaughlin	¼	24	9 " from "	115 03
Dumblane and Paisley	I. McNeil	5½	3	6 " (to Dec. 31, '05).	50 50
do do	A. G. Fenwick	5½	3	6 " from "	54 00
Dunkeld and Railway Station	F. Schuler	⅝	6	12 "	79 00
Dunnville and Selkirk	W. Swartz	18	6	12 "	361 00
Dutton and Railway Station	A. J. Leitch	½	12	12 "	125 20
Dyer's Bay and Lions Head	R. Curric	16	2	12 "	173 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eagle and Railway Station	W. Wann	4 1/16	12	12 months	240 00
Ealing and the Gore	M. Ackland	3	3	3 " (to Sept. 30, '05).	15 00
Eberts and Railway Station	E. H. Moir	150 yds.	12	12 "	43 82
Edgar's Mills and Railway Station	S. Weldon	140 yds.	6	12 "	40 00
Edy's Mills and Oil Springs	A. Groombridge	3	6	12 "	125 00
Electric and Wallaceburg	J. G. Rose	5 3/4	3	3 " (from Apl. 1, '06).	16 25
Elmira and Glen Allan	W. Steenson	13	6	12 "	281 48
Elmira and Railway Station	H. Stenerneugel.	3/4	24	12 "	125 00
Elsmstead and Railway Station	J. S. Austin	2	3	12 "	50 00
Elmwood and Railway Station	J. Zarn	1/4	12	12 " (to April 30, '06)	39 12
do do	S. Ellis	1/4	12	2 " from "	18 55
Elmwood and Solway	F. Schultz	7 1/4	6	1 " (to July 31, '05).	22 10
do do	J. McIntosh	7 1/4	6	11 " from do	271 07
Elora and Inverhaugh	E. Dobberthein.	4 1/2	2	12 "	52 00
Elora and Pentland	D. Esch	5	1	12 "	55 00
Elora and Railway Station (C.P.)	F. Johnson	1/4	12	12 "	70 10
do do (G.T.)	do	3/4	24	12 "	200 00
Elora and Salem	E. Wissler	1	12	12 "	66 75
Embro and Harrington	W. S. Vannatter	25 1/2	6	12 "	290 00
Embro and Holiday	J. McKenzie	4	3	12 "	70 00
Embro and Railway Station	W. S. Vannatter	3 3/4	12	12 "	162 76
Erbsville and Waterloo	G. Brown	5 1/2	2	12 "	80 00
Erie and Jarvis	H. A. Smithson.	4 1/2	2	12 "	75 00
Erieau and Railway Station	C. B. More	1/4	12	Part of season 1905	4 80
do do	T. H. Ross	94	12	" 1906	20
Eskdale and Tiverton	A. McDonald	3 1/2	3	12 months	75 00
Essex and Gesto	R. Hamilton	5 1/4	6	12 "	158 00
Essex and Railway Station	T. Rush	1/4	24	12 "	179 90
Ethel and Railway Station	J. Jamieson	1/4	12	12 "	135 00
Ettrick and Ilderton	J. McRae	13	3 R.T.	12 "	88 66
Exeter and Railway Station	C. Snell	1	24	12 "	187 80
Exeter and St. Marys	F. Ballentyne	26	6	12 "	520 00
Fair Ground and Tilsonburg	H. E. Cutler	20 1/2	6	12 "	540 00
Fair Play and Tecumseh	J. Quick	4	2	12 "	65 00
Fairview and Stratford	J. T. Waddell	7	3	12 "	150 00
Falconbridge and Mount Brydges	A. Graham	16 1/4	3	12 "	110 00
Falkland and Paris Station	T. Halbert	9	6	12 "	240 00
Farewell and Kenilworth	H. Morrison	6 3/4	6	12 "	149 00
Farewell and Wagram	do	3	2	12 "	32 25
Fargo and Kent Centre	N. E. Horton	3	2	12 "	55 00
Fargo and Railway Station	S. W. White	300 yds.	18	12 "	60 07
Fergus and Ponsonby	D. Duffield	7	3	12 "	130 00
Fergus and Railway Station (C.P.)	R. C. Hayden	3/8	12	12 "	100 00
do do (G.T.)	L. Sargent	3/8	24	6 " (to Dec. 31, '05)	59 88
do do do	R. C. Hayden	3/8	24	6 " from "	59 87
Fernbank, Millbank and Railway Station	T. J. Hawthorne	4 & 3	6 & 12	12 "	305 00
Fingal and Port Talbot	J. Brown	7 1/2	3	12 "	130 00
Fingal and Railway Station	E. Neville	3 1/8	12	12 "	174 00
Fingal and St. Thomas	J. Cameron	7	6	12 "	140 00
Fisherville, Nelles Corners and Railway Station	H. Nablo	4 1/2	6 & 12	12 "	174 00
Fletcher and Railway Station	R. Sainsbury	5/17	12	12 "	65 00
Florence and Oakdale	R. Sinclair	9	6	12 "	315 00
Florence and Rutherford	J. McDonald	6	6	12 "	248 00
Florence and Shetland	G. Thompson	5	6	12 "	140 00
Fordwich and Newbridge	W. Chapman	4 1/2 & 7	6 & 3	12 "	134 75
Fordwich and Railway Station	J. Wilson	1/2	18	12 "	126 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fordyce and Lucknow	A. McLeod	9¾	6	12 months	300 00
Forest and Railway Station	R. Foster	167 yds.	12	12 "	87 64
Forest and Ravenswood	C. Anderson	9	3	12 "	100 00
Forestville and Railway Station	E. T. Martin	⅝	12	12 "	109 16
Formosa and Mildmay	A. Brick	6	6	12 "	325 00
Freeborn and Peffer's Crossing	H. Freeborn	¼	6	12 "	30 02
Frome and Railway Station	W. F. Silcox	1¾	6	12 "	78 25
Fullarton and Mitchell	H. Rogers	8¾	6	12 "	313 00
Fulton Mills and Railway Station	G. Fulton	300 yds.	6	12 "	40 05
Galt and Railway Station (C.P.)	T. Keachie	½	24	12 "	200 32
do do (W.G.&B.)	do	½ & ¼	12 & 6	12 "	150 00
Galt and Glen Morris	T. Gingrich	7	6	6 " (to Dec. 31, '05).	107 50
do do	J. Costm	7	6	6 " from "	105 00
Galt and Street Letter Boxes	J. A. Lenfesty	4⅜	13	12 "	160 00
Garnet and Railway Station	C. A. Walker	⅛	12	12 "	80 00
Gladstone and Railway Station	E. R. McMurray	5	6	12 "	111 75
Glamis and Pinkerton Railway St'n	H. McLeod	18 1/10	6	12 "	255 80
Glanworth and Railway Station	K. Turnbull	⅕	6	12 "	64 16
Glen Annan and Railway Station	A. Anderson	¼	12	12 "	48 19
Glencoe and Kilmartin	D. McAlpine	4½	3	12 "	89 00
Glencoe and Wood Green	J. L. McIntyre	5½	6	12 "	175 00
Glen Colin and Railway Station	S. T. Young	100 yds.	6	12 "	80 00
Glendale and Main Post Road	C. E. Caldwell	⅛	3	2 " (from May 1, '06)	4 19
Glendale and White Oak	G. F. Johnston	2¼	3	3 " (to Sept. 30, '05).	13 75
Glen Farrow and Wingham	W. Mackersie	6	2	12 "	70 00
Glenmeyer and Kinglake	M. Carson	3	6	12 "	100 00
Glen Rae and Railway Station	F. A. Newell	50 yds.	12	12 "	25 96
Glenwood Station and Railway St'n	W. C. Estabrook	⅛	12	12 "	45 00
Goderich and Kincardine	J. C. Watson	33	6	12 "	797 00
Goderich and Lucknow	E. Thompson	21⅜	6	12 "	410 00
Goderich and Railway Station	T. Gundry	⅝	42	12 "	328 65
Goderich and Street Letter Boxes	G. Bissett	6½	12	12 "	144 00
Goldstone and Railway Station	E. H. Webber	1¼	6	12 "	125 20
Goldstone Station, Parker and Railway Station	E. C. Shantz	3, 1/10		12 "	73 00
Golspie and Woodstock	J. S. Miller	20½	6	12 "	300 00
Gordon and Railway Station	N. Fortier	1/10	12	12 "	50 08
Gorrie and Railway Station	W. A. Irwin	18	18	12 "	117 34
Gowanstown and Kurtzville	J. Gibson	7⅖	3	12 "	140 00
Gowanstown, Wallace and Railway Station	F. E. Welkes	3½ & ¼	6 & 12	12 "	200 00
Gowrie and Munro	T. P. Harris	2½	3	12 "	48 00
Granthurst and St. Marys	E. Day	5	6	12 "	189 00
Granton and London	J. M. Shoebottom	20	6	12 "	555 50
Granton and Metropolitan	R. T. Raycroft	15	2 R.T.	12 "	125 00
Granton and Prospect Hill	J. W. Dunnan	5	3	12 "	69 95
Gresham and Paisley	J. Bone, jr.	23¾	3 R.T.	3 " (to Sept. 30, '05).	48 50
do do	J. J. McNally	23¾	3 R.T.	9 " from "	138 00
Hagersville and New Credit	E. L. Clement	4½	3	12 "	65 00
Hagersville and Railway Station	J. Lynch	1/3	36	12 "	118 26
Hagersville and Selkirk	F. R. Matthews	12	6	12 "	268 00
Hagersville and Springvale	S. Kenner	4	6	12 "	120 00
Harley and Hawtrey	R. Hammond	15	6	12 "	304 00
Harley and New Durham	J. Cavin	5	6	12 "	144 00
Harley and Railway Station	do	⅓	12	12 "	131 46
Harlock and Seaforth	W. McIntosh	11¼	6	12 "	348 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Harriston and Railway Station ..	R. H. Ward....	¼ & ½	36 &12	12 months.....	175 28
Harriston Transfer (C. P. & G. T.) Railway Stations.	do ..	½	6	12 "	31 30
Harrow and Railway Station... ..	T. H. Ferris....	⅓	6	12 "	55 00
Hartford and Waterford.....	L. S. Dean.	12	6	12 "	410 00
Harwich and Railway Station.....	L. Galbraith. ..	5	6	12 "	197 19
Hatchley Station and Railway St'n	B. Powell.....	1/10	12	12 "	30 02
Hawtrey and Railway Station (G.T)	S. A. Innis	1/16	12	12 "	37 50
do do (M.C)	do	½	12	12 "	90 00
Haysville and New Hamburg.....	J. Anderson....	3½	6	12 "	139 00
Henfryn and Railway Station ...	R. Rowland....	1/16	6	12 "	60 00
Hensall and Hurondale.....	T. Murdock ...	14¾	6 R.T.	12 "	230 00
Hensall Letter Box, Hensall P.O. and Railway P. O.....	J. Sutherland ..	220 yds.	36	12 "	10 00
Hensall and Railway Station	do ..	¼	12	12 "	100 16
Hepworth and Railway Station....	J. A. Crichton..	860 yds.	18	12 "	165 25
Hesson and Newton.....	F. J. Knoblancl.	27	6 R.T.	12 "	325 00
Hickson and Railway Station.....	T. J. Loveys...	1/16	12	12 "	40 00
Highgate and Railway Station.....	R. B. Teetzel...	¾	24	12 "	250 40
Hillman and Leamington.....	R. Manery.....	6	2	12 "	75 00
Holmesville and Porter's Hill... .	W. Pickard. ...	4	4	12 "	97 33
Holmesville and Railway Station..	J. L. Courtice ..	¼	12	12 "	50 00
Lowlett and Lambeth.....	J. Howlett.....	4	3	12 "	60 00
Hubrey and Railway Station	A. B. Murray...	3	3	12 "	70 00
Hutchinson, McInnis and Park Hill	T. McInnes	2¼ & 4½	3 & 6	12 "	150 00
Hyde Park Station and Komoka Railway Station.....	J. P. Fisher	19½	6	12 "	650 00
Ilderton and Railway Station . ..	J. H. McRae...	1/16	24	12 "	100 16
Ilderton and Vanneck.....	A. D. Fraser. ..	13	3 R.T.	12 "	88 66
Ingersoll and Railway Station(C.P).	T. J. Sherlock..	¼	12	9 " (to Mar. 31, '06).	52 63
do do ..	do ..	¼	18	3 " from " ..	26 20
Ingersoll and Railway Station (G.T)	do ..	½	6	4 " 3 dys. (from Feb. 26, 1906)..	15 37
Ingersoll and Street Letter Boxes ..	do ..			12 "	240 00
Ingersoll and Tilsonburg..... .	R. J. Petch & J. Smith (Surties)	15½	6	3 " (to Sept. 30, '05).	121 25
do do	J. Demaray. ...	15½	6	6 " (to Mar. 31, '06).	300 00
Innerkip and Railway Station.....	D. Blackmore ..	⅓	12	12 "	95 75
Inverhuron and Tiverton..... .	A. McDonald...	3	3	12 "	65 00
Invermay and Railway Station....	W. C. Croome..	¾	12	12 "	93 90
Inwood and Railway Station.....	J. M. Courtright	50 rods	12	12 "	60 00
Iona and Railway Station....*...	W. Fletcher....	2	12	12 "	125 20
Jaffa and Orwell....	J. Elgie	3	2	12 "	50 00
Jarvis and Railway Station.....	H. A. Smithson.	⅜	24	12 "	124 00
Jeannette's Creek and Railway St'n	F. C. Peck.....	150yds.	6	12 "	40 00
Jura and Railway Station.....	C. W. McCordic.	3½	3	12 "	60 00
Kenilworth and Olivet	A. E. Tremain.	4¾	2	12 "	78 00
Kenilworth and Petherton.....	H. Fraser.....	2½	6	12 "	125 00
Kenilworth and Railway Station..	G. Cushing.....	½	12	12 "	100 00
Kertch and Wanstead..... ...	N. K. Nesbitt...	2½	6	12 "	115 00
Khiva and Shipka.....	F. Heitzman ...	2½	4	12 "	75 00
Kilworth Bridge and Komoka.....	H. Kilbourne...	3	6	12 "	65 00
Kincardine and Port Elgin.	W. Goar.	24	6	12 "	409 00
Kincardine and Railway Station...	G. D. Morrison.	⅜	30	12 "	391 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kincardine and Walkerton	J. E. Burley	28	6	9 mos. (to Mar. 31, '06.)	523 00
do do	J. Sexsmith	28	6	3 " from "	175 00
Kingarf and Kinloss	B. Moulton	4	3	12 "	47 50
Kingscourt and Railway Station	R. H. Wilson	1	3	9 " (to Mar. 31, '06).	48 75
do do	do	1¼	3	3 " from "	18 75
Kingsmill and Mapleton	G. A. McCaulley	4	6	12 "	185 00
Kingsmill and Railway Station	F. L. Wagner	40 rods.	12	12 "	60 00
Kingsville and Railway Station	J. L. Noble	½	12	12 "	98 88
Kinkora and Sebringville	M. Hishon	15 & 11¼	6	12 "	500 00
Kinloss and Lucknow	J.R. Brow'sco'be	10½	6	12 "	240 00
Kinlough and Westford	A. W. Haldenby	3½	2	12 "	55 00
Kintyre and Railway Station	N. Brodie	1⅜	6	12 "	93 90
Kippen and Railway Station	R. Mellis	⅛	24	12 "	225 00
Knapdale and Newbury	D. McNaughton	5	1	12 "	40 00
Kossuth and Preston	H. Sohrt	5½	2	12 "	85 00
Lakeside and Thamesford	F. S. Malcolm	12	6	6 " 7 dys. (to Jan. 7, 1906)	152 19
do do	J. Gregory	12	6	5 months, 24 dys. (from Jan. 7, '06)	140 80
Lamberth and Tempo	A. Taylor		6	12 months	75 00
Lamon and Sylvan	A. Randall	4	3	12 "	60 00
Langside and Whitechurch	H. Rintoul	3	3	12 "	70 00
Langton and Marston	J. L. Long	5	3	12 "	35 00
La Salette and Railway Station	J. J. Casey	4⅝	2	12 "	73 55
Lawrence Station and Railway St'n	R. Miller	1/5	24	12 "	159 00
Leamington and Railway Station (M. C)	S E. Wigle	5⅝	6	12 "	75 00
Leamington and Railway Station (Pere Marquette)	do	⅝	24	12 "	75 12
Lebanon and Moorefield	J. Sinclair	¼	12	12 "	100 00
Leesboro and Main Post Road	A. Heath	8	3	12 "	40 00
Linwood and St. Jacobs	W. Oakley	1½	3	12 "	305 00
Lions Head and Spry	A. Martindale	12	6	12 "	85 00
Lions Head and Wiarton	J. Owens	6	3	12 "	290 00
Lisbon and Wellesley	H. Witzel	22	3	12 "	64 00
Lisburn and Purple Grove	P. Teskey	2	3	12 "	75 00
Lisburn and Railway Station	do	11½	3 R.T.	12 "	25 00
Listowel and Molesworth	S. Lougheed	⅕	6	12 "	158 06
Listowel and Railway Station	W. Donagan	7	6	12 "	175 00
Listowel and Trowbridge	W. J. Tughen	½	42	12 "	40 69
do do	F. Cosens	5	6	3 " (to Sept. 30, '05).	145 87
Littlewood and Tempo	A. Taylor	5	6	9 " from "	25 00
Lochalsh and Ripley	H. Campbell	1¾	4	12 "	210 00
Londesboro and Railway Station	S. Woodman	15 R. T.	6	12 "	225 36
London Letter Carriers' Service	London Street Railway Co	⅝	24	12 "	
London and London East	do		as req.	12 "	1,000 00
London and Railway Station	The Shedden Forwarding Co	1⅛	24	12 "	140 00
London and Lucan	J. H. Hodgins	⅓	24	12 "	175 28
London and MacMillan	D. McMillan	16½	6	12 "	299 00
London and Odell	S. Read	17¼	6	12 "	397 00
London and Pere Marquette Railway Station	The Shedden For. warding Co	3	3	12 "	50 00
London Street Letter Boxes and Railway Station	F. Love & R. Cowans (Sureties)	⅓	24	12 "	175 00
do do	C. H. Anderson			9 " (to Mch. 31, '06).	1,332 00
				3 " from "	625 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
London—Special delivery of parcels at Christmas	C. H. Anderson.	.....	.....	.....	10 00
London Junction and Railway Stn.	D. F. Buchanan.	$\frac{1}{6}$	12	12 months.....	50 08
Louisville and Railway Station....	J. Scott	$6\frac{1}{2}$	6	12 "	225 36
Lucan, Clandeboye and Railway Stn.	J. Ward.. ...	3	13	12 "	200 00
Lucknow, Lanes and Mafeking.....	A. McLeod.....	$14\frac{1}{2}$, 21	3 & 3	12 "	325 00
Lucknow and Railway Station.....	W. Connell.....	$\frac{3}{4}$	24	12 "	173 28
Lurgan, Main Post Road and Amberley	D. Ray.....	$2\frac{1}{8}$ & 5	6 & 3	12 "	93 28
Lynn Valley and Railway Station..	E. Edmonds....	$\frac{1}{8}$	12	12 "	31 90
Lynnville and Railway Station	W. Axford	$2\frac{1}{2}$	6	12 "	121 21
Lyons and Railway Station.....	C. W. Appleford	$2\frac{1}{2}$	6	12 "	136 90
McCready and Newbury	D. Ross	6	2	12 "	54 00
McGregor and Railway Station....	J. A. Aubin....	$\frac{1}{8}$	12	12 "	90 00
McWilliams and Railway Station..	W. Judge.....	$\frac{3}{16}$	6	1 month, 18 days (from May 14).....	2 62
Macton and Yatton.....	J. Housinger....	5	3	12 months	71 00
Maguire and Railway Station.....	A. Tod.....	$2\frac{1}{4}$	6	12 "	100 00
Mahaffy and Munro.....	J. O. Coles.....	$\frac{5}{4}$	3	12 "	75 00
Maidstone and Railway Station....	J. Robinson	$\frac{1}{4}$	12	12 "	118 94
Maple Lodge and Railway Station.	A. W. Smith ...	110 yds.	6	12 "	50 00
Mar and Red Bay.	C. McFarlane...	7	2	12 "	77 00
Marburg and Railway Station.....	J. Awford.....	$1\frac{1}{2}$	6	12 "	100 00
Marshfield and Railway Station....	J. R. Pollard....	$\frac{1}{2}$	6	12 "	75 12
Melbourne and Middlemiss	T. Hearns ...	$4\frac{1}{2}$	6	12 "	129 50
Melbourne and Railway Station....	G. W. Sponenburg..	$\frac{1}{4}$	12	12 "	50 08
Melgund and Railway Station. ...	J. J. Bracken...	2	3	12 "	65 94
Merlin and Railway Station.... ...	J. K Brethour..	$\frac{1}{2}$	12	12 "	59 00
Merlin and Tilbury	F. Scarff.. ...	15	6	5 " (to Nov. 30, '05).	262 00
do do	D. Doyle.....	15	6	2 " and 19 days (to Feb. 19, '06)..	103 35
do do	C. Palmer	15	6	4 " and 9 days (from Feb. 19, '06)..	170 66
Mildmay and Railway Station.....	G. Herringer....	$\frac{1}{4}$	12	12 "	96 38
Millbank and Railway Station. ...	T. J. Hawthorne	3	12	12 "	100 16
Miller Lake and Stokes Bay.....	S. C. Weatherhead..... ...	6	2	12 "	80 00
Milverton and Railway Station....	J. H. Schmidt..	1	24	12 "	150 24
Mitchell and Railway Station	J. Coppin	$\frac{3}{4}$	24	12 "	125 20
Mohawk and Railway Station.....	J. W. McLaren.	$\frac{1}{4}$	12	12 "	50 08
Moltke and Neustadt..	A. Dunenan...	$3\frac{1}{2}$	3	12 "	78 00
Moncrieff and Monkton..	A. Campbell ...	7	3	12 "	121 20
Moorefield and Railway Station....	P. Johnson. ...	$\frac{1}{4}$	24	12 "	100 00
Moorefield and Rothsay.....	R. J. Lawless...	$3\frac{1}{2}$	6	12 "	175 00
Moorefield and Trecastle.....	J. Christie.....	3	6	12 "	100 00
Mooretown and Railway Station....	J. Morrison.....	900 ft.	12	12 "	50 00
Mooresville and Railway Station...	J. Bloomfield, sr.	$\frac{1}{3}$	12	12 "	98 74
Morpeth and Thamesville.....	S. J. Poulin	$15\frac{1}{2}$	6	12 "	517 00
Mossley and Railway Station.....	E. R. McMurray	$\frac{2}{5}$	6	12 "	50 25
Mount Elgin and Railway Station..	F. Gray.....	$\frac{3}{4}$	12	3 " (from Apl. 1, '06)	24 96
Mount Forest and Railway Station.	D. S. Allan.....	$\frac{1}{2}$	36	12 "	230 05
Mount Healy and Railway Station.	D. Taggart.....	$4\frac{3}{8}$	6	12 "	156 00
Mount Vernon and Railway Station	J. Cavin.....	2	12 & 24	12 "	237 95
Muir and Vandecar..	R. Thompson...	$2\frac{1}{2}$	3	3 " (to Sept. 30, '05).	10 00
do do	H. Virtue	$2\frac{1}{2}$	3	9 " from " ..	30 00
Mull and Pinchurst..... ...	J. T. O'Keefe...	$3\frac{3}{4}$	2	12 "	70 00
Mull and Railway Station..... ...	J. H. Saddington	$\frac{1}{8}$	12	12 "	80 00
Muncey and Railway Station	J. A. McGregor.	30 rods.	12	12 "	40 05

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Napier and Rokeby	M. Campbell	4	2	12 months	50 00
Napier and Strathroy	R. Tompkins	12	6	12 "	249 00
New Canaan and Railway Station	E. Neal	1/16	6	12 "	37 66
New Dundee and Petersburg	A. Kuehler	10	6	12 "	287 00
Nithburg and Stratford	W. E. Thompson	13½	6	12 "	412 00
Nixon and Railway Station	C. E. Kingsbury.	300 yds.	12	12 "	62 60
Nober and Railway Station	M. Donnelly	100 yds	12	6 " (to Dec. 31, '05).	25 12
do do	J. W. Fryer	100 yds.	12	6 " from "	24 96
Normandale and Vittoria	D. S. Smith	4¾	3	12 "	70 00
North Bruce and Queen Hill	W. H. Sumpton.	2¾	3	12 "	70 00
North Buxton and Railway Station	G. B. Shreve	1	12	12 "	40 05
Norwich and Railway Stn. (B.T.)	J. M. Wilson	¾	12	12 "	95 26
do do (G.B.&L.E.)	do	¾	24	12 "	120 00
Oakland and Railway Station	J. S. Crumback.	2⅞	12	12 "	250 00
Ohsweken and Railway Station	D. Davis	5	6	12 "	188 45
Ohsweken and Sixty-nine Corners	G. Nash	2½	3	1 " (from June 1, '06)	3 21
Oil City and Railway Station	G. W. Bentley	1/5	12	12 "	78 25
Oil Springs and Railway Station	D. P. Sisk	300 yds.	24	12 "	66 74
Oldcastle and Railway Station	M. McCarthy	100 yds.	6	12 "	25 04
Olinda and Ruthven	T. H. Wigle	2½	6	12 "	128 00
Oliver and Thorndale	J. G. McLeod	6	2	12 "	100 00
Oneida and Railway Station	W. Reid	1¼	6	12 "	100 00
Onondago and Railway Station	S. G. Simpson	½	6	12 "	67 62
Ostrander and Railway Station	W. J. S. Burns	¼	12	3 " (from Apl. 1, '06)	14 75
Otterville and Railway Station	M. J. Lavigne	½	18	12 "	150 00
Oxley and Railway Station	T. A. Elliott	6¾	6	12 "	220 00
Paisley and Railway Station	J. Trelford	½	12	12 "	69 42
Paisley and Vesta	A. Rose	17	6 R.T.	9 " (to Mar. 31, '06).	224 25
do do	G. Morrison	17	6	3 " from "	74 75
Palmerston and Railway Station	W. Nowrey	⅛	48	12 "	123 50
Paquette Station and Railway Stn.	F. Harshaw	33 rods.	6	12 "	40 69
Paris and Railway Station	M. C. Gray	1	42, 48	12 "	590 50
Paris and Street Letter Boxes	do	4	12	12 "	73 50
Park Head and Railway Station	J. Pattison	½	12	12 "	78 25
Park Hill and Railway Station	S. Tudor	⅛	12	12 "	85 11
Park Hill and Strathroy	R. McPhee	18	3	12 "	240 00
Peebles and Woodstock	O. P. Brown	11½	6	12 "	285 00
Pelee Island and Mainland	J. E. Quick	26	1 & 2	12 "	815 38
Perch St'n. and Railway Station	R. Bright	3/8	2	12 "	50 00
Petrolea and Railway Station (G.T)	Grand Trunk Railway Co.	275 ft.	6	12 "	22 00
do do (M.C.)	R. E. Germain	⅛	24	12 "	85 00
Petrolea and Street Letter Box	J. Shaw	120 yds.	12	12 "	1 00
Petrolea and Wilsoncroft	E. Clemens	6¾	2	12 "	100 00
Pike Creek and Railway Station	A. Parent	1/16	6	9 " (to Mar. 31, '06)	30 00
do do	M. Suzor	1/16	6	3 " from "	15 00
Pilett's Corners and Walkerville	O. Samson	1/16	3	2 " (from May 1, '06)	6 70
Pinkerton and Railway Station	J. A. Menzies	2½	6	8 " 14 dys. (to Mar. 14, '06)	80 30
do do	J. Keyes.	2½	6	3 " 17 dys. (from Mar. 15, '06)	33 94
Plattsville and Railway Station	E. Gatzka	4 1/10	6	6 " 21 dys. (from Dec. 11, '05)	47 15
Point Edward and Sarnia	W. W. Mills	2	24	12 "	313 00
Pond Mills and Wilton Grove	A. B. Murray	12⅓	3 R.T	12 "	97 00
Port Burwell and Port Rowan	O. Barrett	22½	6	12 "	480 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Dover and Railway Station..	I. Johnson.. ..	¾	30	12 months	131 66
Port Elgin and Railway Station....	A. C. Gilbert ..	¼	18	12 "	103 95
Port Elgin and Tara.....	J. E. Grant.....	15	6	12 "	360 00
Port Franks and Thedford.....	G. Burley	6	3	12 "	78 00
Port Lambton and Railway Station	J. S. McDonald.	⅛	12	12 "	66 00
Port Rowan and Railway Station..	F. E. Foster....	½	12	12 "	100 00
Port Ryerse and Vittoria.	D. S. Smith....	3¾	6	12 "	107 50
Port Stanley and Railway Station..	P. L. Glover....	¼	24	12 "	70 00
Preston and Canadian Pacific Railway Station at Galt	Galt Preston and Hespeler Str. Rly. Co..	3½	6	12 "	105 00
Puce and Railway Station.....	W. Stone.....	¼	12	12 "	45 06
Ratho and Railway Station.....	G. Steedsman...	⅛	6	12 "	52 00
Rayside and Railway Station ...	F. Day.....	880 yds.	6	12 "	50 08
Renton and Railway Station.....	M. Chrysler ...	½	12	12 "	75 00
Renwick and Railway Station.....	W. N. Thompson	50 yds.	12	12 "	45 06
Richwood and Railway Station....	W. Taylor.....	½	6	12 "	78 25
Ridgetown and Railway Stn (M.C.)	M. H. Dougherty	1	12	12 "	122 07
do do (L.E. & D.R.)	do ..	½	12	12 "	118 94
Ripley and Railway Station.	J. McInnis ...	⅛	24	12 "	175 28
Rockford and Railway Station.....	W. Richards....	3¼	6	12 "	160 00
Rodney and Railway Station .. .	J. S. McGugan..	40 rods.	24	12 "	125 20
Round Plains and Waterford.	T. Kitchen.....	4	3	12 "	59 19
Ruscom Station and Railway Stn..	W. H. Knister..	50 yds.	12	12 "	50 00
Ruthven and Railway Station....	T. H. Wigle....	¼	12	12 "	76 80
St. George and Railway Station....	G. W. Howell ..	1	24	12 "	313 00
St. Jacobs and Railway Station...	J. Menger.....	½	18	12 "	75 12
St. Joachim, River Ruscom and Railway Station....	O. Jannisse.....	3	6	12 "	140 00
St. Joseph and Zurich	D. Spencer. .	4	6	12 "	115 00
St. Mary's and Wildwood.....	J. Bolton	5	3	12 "	100 00
St. Paul's Station and Railway Stn.	A. Thorn.	1/16	12	12 "	62 60
St. Thomas Railway Station and Street Letter Boxes	H. Fearnley ...	1 & 14	84&18	12 "	831 70
St. Thomas and Sparta	W. Butterwick.	11	6	12 "	134 50
St. Thomas and Talbotville Royal..	G. Fearnley ...	4	6	12 "	145 00
St. Williams and Railway Station..	J. Cope.. ...	⅛	12	12 "	59 47
Sable and Main Post Road.....	A. McLeish....	2	3	4 " (to Oct. 31, '05)	25 28
do do	A. Galbraith....	2	3	2 " 27 day. (to Jan. 27, '06).....	19 26
Salford and Railway Station.....	J. R. Turner....	½	12	3 " (from Apl. 1, '06)	19 50
Sandwich and Windsor.....	Sandwich Windsor & Amherstburg Ry. Co..	2	6	12 months	125 00
Sarnia and Railway Station (L.E & D.R).	D. McCrae.....	200 yds.	24	12 "	210 00
Sarnia and Port Huron.....	J. McKelvey....	1	12	12 "	119 50
Sarnia and Street Letter Boxes.....	J. Lucas.....	4⅙	12	12 "	130 70
Sauble Falls and Wiarton..	S. Hyatt.	12	2	12 "	125 00
Seaforth and Railway Station.....	W. Somerville..	¼	36	3 " (to Sept. 30, '05)	60 00
do do	S. Lamb.	¼	36	6 " (to Mar. 31, '06)	120 00
do do	T. L. Simpson..	¼	36	3 " from " ..	60 00
Sebringville and Railway Station ..	H. Kaercher....	¾	12	3 " (to Sept. 30, '05)	25 00
do do ..	do	¾	12, 24 & 18	3 " (to Dec. 31, '05)	30 57

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sebringville and Railway Station..	H. Kaercher....	3/4	18	6 mos. (from Dec. 31, '06	75 00
Seckerton and Railway Station....	D. Leroux ..	4	3	12 months	75 00
Shedden and Railway Station ...	A. Burwell.. ...	5/8	12	12 "	75 00
Silver Hill and Tain.	G. Charlton ...	3 1/2	2	12 "	36 00
Simcoe Loop Line Letter Box Postal Car and Post Office...	C. A. Chadwick.	1	18	Special Service.....	11 97
Simcoe and Railway Stations	do ..	1/2 & 1	18&18	9 mos. (to Mar. 31, '06)	169 20
do do	do ..	1/2, 1	18, 18, 24, 18	3 " from " .	61 11
Simcoe and Waterford	M. L Boughner.	7	6	12 months	265 00
Sombra and Railway Station	J. Stover.....	1/5	12	8 " 11 dys. (to Mar. 11, '06).	34 72
do do	P. Helmer ...	1/5	12	3 " 20 dys. (from 11, '06).	15 28
Sombra and Thornyhurst.....	F. Varndell,... .	6	2	11 " (to May 31, '06)	37 21
Sombra and Wilkesport.....	D. Shephard	7	6	12 months	212 25
Southampton and Railway Station	W. Gilbert.. .	1/3	24	12 " (Less fine).....	123 20
Springfield and Railway Station....	J. J. Atkinson..	1/5	12	9 " (to Mar. 31, '06)	51 70
do do	F. Soper	1/5	12	3 " from " ..	17 16
Springford and Railway Station ...	H. A. White....	1/3	12	12 months	78 36
Staples and Railway Station.	D. K. Menzies..	30 rods.	12	12 "	87 64
Stevenson and Railway Station	R. A. Howard	50 rods.	12	12 "	56 34
Stokes Bay and Wiarton.	E. Kyte.....	27/7	3	12 "	295 00
Stony Point and Railway Station..	D. L. Chauvin..	1/11	12	9 days (to July 9, '06)...	2 57
do do ..	E. Desmarais. .	1/11	12	11 mos. 22 dys. (from July 9, '06)	102 43
Strasburg and Railway Station.....	S. Bartholomew.	8 1/4	6 R.T	12 months	115 00
Stratford and Railway Station.....	A. Easson.....	3/4	60	12 "	375 60
Stratford and Street Letter Boxes..	J. T. Waddell..	15 1/2	18	6 " (to Dec. 31, '06)	150 00
do do ..	W. C. Hurlbert..	15 1/2	18	6 " from " ..	210 00
Strathroy and Street Letter Boxes..	R. E. Richards..	5 1/3	12 &18	12 months	200 00
Sutorville and Watford	S. E. Thompson	7	2	12 "	75 00
Sylvan and Thedford	W. Randall....	5	6	12 "	140 00
Tara and Railway Station..... .	J. Hamilton....	3/4	12	3 " (to Sept. 30, '05)	20 54
do do	J. N. Monkman.	3/4	12	9 " from " ..	60 84
Tavistock and Railway Station	G. Matheson....	1/8	18	12 months	89 81
Teeswater and Railway Station....	F. Green..	1/2	18	12 "	99 00
Teeswater and Walkerton.....	G. Kreutzurser .	16	6	12 "	445 00
Testerville and Windham Centre...	T. J. Arthur...	3 1/4	6	12 "	127 00
Thamesford and Railway Station ..	N. C. McCarty .	1/2	12	12 "	125 20
Thamesville and Railway Station..	J. Duncan	525 yds.	12	12 "	75 00
Thedford and Railway Station.....	R. Wilson .	150 yds.	12	12 "	39 75
The Gore and Main Post Road.....	M. Ackland....	1	6	9 " (from Oct. 1, '05)	56 25
The Grove and Railway Station....	T. A. Robinson.	1/4	6	12 months	25 04
Thornyhurst and Wallaceburg	F. Varndell... .	11	3	1 " (from June 1, '06)	14 42
Tilbury and Railway Station.....	J. Funston....	17/44	24	....	125 00
Tilsonburg and Lake Erie Pacific Railway Station	C. Becker & Son	3/8	12	12 months	78 36
Tilsonburg Lake Erie Pacific Railway Station and Post Offices... .	Tilsonburg Lake Erie and Pacific Railway Co	.....	18	12 "	561 72
Tilsonburg and Loop Line Railway Station...	W. A. Cowan...	1 1/2	12	12 "	175 28
Tilsonburg and Railway Stn. (M.C.)	J. Girvin.	1 1/2	12	12 "	97 03
Topping and Railway Station..	D.L. Brennaman	6	6	12 "	200 00
Townsend Centre and Railway Stn.	W. J. Smith . .	40 rods.	12	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tunnel and Railway Station	J. Fry	30 yds.	12	12 months	10 00
Tupperville and Railway Station	A. McArthur	30 yds.	12	12 "	40 05
Turnerville and Railway Station	J. D. Moir	100 ft.	12	6 " (to Dec. 31, '05).	22 50
do do	W. J. Shaw	100 ft.	12	6 " from "	22 50
Tuscarora and Railway Station	S. J. McKelvey.	5/8	6	12 "	93 90
Tyrconnell and Wallacetown	P. Gerow	3	6	12 "	109 55
Tyrrell and Railway Station	W. E. Austin	1 1/4	6	12 "	100 00
Vanessa and Railway Station	J. C. Lutes	3	12	12 "	150 00
Van Horn and Railway Station	J. Zink	1 1/2	2	12 "	30 00
Vereker and Railway Station	T. A. Thornton.	3	6	4 " 15 days (to Nov. 15, '05).	46 00
Villa Nova and Railway Station	M. McAlpine	1/4	6	12 "	50 08
Vittoria and Railway Station	D. S. Smith	3/8	12	12 "	49 00
Vyner and Railway Station	D. Lamont	1 1/4	3	12 "	55 00
Walker's and Railway Station	J. Grieve	1/8	12	12 "	40 69
Walkerton and Railway Station	H. Day	1 1/2	18	6 " (to Dec. 31, '05).	58 86
do do	F. Rennie	1 1/2	18	6 " from "	58 48
Walkerville and Railway Station	N. E. Vrooman.	75 yds.	36	12 "	159 63
Walkerville Railway Station and Windsor	do	1 1/2	6	12 "	70 00
Wallaceburg and Railway Station	A. Fisher	1/2	24	12 "	200 00
do do	do	1,700 ft.	6	1 " 27 dys.(from May 5, '06)	10 09
Wallaceburg and Walpole Island	J. B. McDougall	8	2	12 "	75 00
Wallacetown and Railway Station	P. Gerow	3 1/2	12	12 "	212 84
Walnut and Watford	A. Black	6	2	12 "	105 00
Walsh and Railway Station	A. Brett	2 1/2	6	12 "	101 00
Wardsville and Railway Station	J. Wilson	3	12	12 "	125 20
Warwick and Railway Station	D. M. Ross	8	6	12 "	240 00
Waterford and Railway Stn. (M.C.)	L. S. Dean	1/4	12	12 "	40 00
Waterford and Railway Station (T.H. & B.)	M. L. Boughner.	1/4	18	12 "	61 03
Waterloo and Railway Stn. (G.T.).	Berlin & Waterloo St. Ry. Co.	2	30	12 "	359 47
Waterloo and Railway Stn. (G.&E.)	W. W. Glaister.	1/8	18	12 "	85 43
Waubuno and Railway Station	J. Young	3	6	12 "	126 45
Weidmann and Railway Station	A. W. Craig	70 rods.	12	12 "	53 04
West Lorne and Railway Station	D. McKillop	1/16	12	12 "	40 00
Wheatley and Railway Station	O. Ivison	1	12	12 "	187 80
Wheatley and Windfall	G. Gibson	4 3/4	2	5 " (to Nov. 30, '05).	29 66
do do	do	5	2	7 " from "	58 36
Whitebread Station and Railway Station	W. E. Evans	50 yds.	12	12 "	40 05
Whitechurch and Railway Station	E Everitt	1/3	18	6 " (to Dec. 31, '05).	30 38
do do	A. D. Beaton	1/3	24	3 " (to Mar. 31, '06).	12 69
do do	E. Everitt	1/3	18	3 " from "	15 19
White Oak and Main Post Road	G. F. Johnston	2 1/4	3	9 " (from Oct. 1, '05)	41 25
Wiarton and Railway Station	L. Hyatt	1/4	20	12 "	266 05
Williams and Railway Station	C. D. Williams.	5/8	6	12 "	100 00
Wilton Grove and Railway Station	P. Murray	1 1/4	6	12 "	45 06
Wingham Centre and Railway Stn.	I. W. Lewis	1 1/2	12	12 "	29 90
Windsor and Detroit	E. Gignac	1 1/4	18	12 "	484 11
Windsor and Railway Station (MC.)	do	1	24	12 "	311 51
do do (L.E. & D.)	M. H. McCarthy	1 1/2	12	12 "	237 88
Windsor and Street Letter Boxes	do	99 2/5	19	4 " 11 days (to Nov. 11, '05)	123 38

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Windsor and Street Letter Boxes..	B. McLellan....	19¼	25	7 mos. 19 days (from Nov. 11, '05)....	572 28
Windsor and Walkerville..	N. E. Vrooman.	⅛	6	12 "	70 00
Wingham and Railway Stn. (C.P.).	R. & R. Beattie.	⅝	12	6 " (to Dec. 31, '05)..	12 00
do do ..	A. R. Anderson.	⅝	12	6 " from " ..	78 00
Wingham and Railway Stn. (G.T.).	Cassels & Carr..	¼	30	12 "	250 40
Wolverton and Railway Station....	G. W. Dawson..	1⅞	12	12 "	120 00
Woodslee and Railway Station ..	T. Galloway....	1½	12	12 "	120 00
Woodstock and Railway Stn. (C.P.)	J. A. McKenzie	¾	12	12 "	125 20
do (P.D.&.L.H.)	do ..	⅜	24	12 "	190 00
Woodstock and Street Letter Boxes	J. S. Miller.. ..	12	18	9 " (to Mar. 31, '06).	110 78
do do ..	C. Cullen.	12	18	3 " from " ..	36 92
Woodstock Station Letter Box and Railway Station (C.P.)	R. Scott.....	50 yds.	12	12 "	18 00
Wroxeter and Railway Station	A. Paulin	⅝	18	12 "	111 75
Wyton Station and Railway Stn...	G. Scatcherd ...	⅛	12	12 "	20 02
Zurich and Railway Station.....	T. Murdock.....	6⅛	12	12 "	224 00
				Total.....	99,411 83
				Less amount withdrawn from Guarantee Fund	162 75
					99,249 08

APPENDIX B—*Continued.*

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberdeen and Railway Station	H. Schroder.. .	170 yds.	6	6 mos. and 30 days (from Dec. 2, '05)....	43 68
Abernethy and Blackwood	Brooks & Brown.	15	2	3 " and 15 days (to Oct. 15, '05)...	72 69
Abernethy and Chickney (Round Route)	D. Switzer.....	21	1	12 "	240 00
Abernethy and Katepwe....	do	12	2	12 "	230 00
Abernethy and Railway Station..	J. P. Gillespie..	50 rods.	6	12 "	156 48
Alameda and Curt Hill.....	M. Hedge...	27	1	12 "	260 00
Alameda and Railway Station.....	R. L. Gibson....	$\frac{1}{8}$	12	12 "	124 80
Alcester and Minto.....	T. Armstrong...	6	2	5 " (to Nov. 30, '05).	47 66
do do	M. C. Mitchell .	6	2	7 " from " .	66 73
Alexander and Mayne.....	W. W. Douglass.	13½	1	9 " (to Mch. 31, '06).	93 75
do do	H. W. Lundy ..	13½	1	3 " from " .	31 25
Alexander and Railway Station....	J. F. Walker....	$\frac{1}{8}$	12 &24	12 "	309 05
Alexander and Glenella.....	S. Alexander ..	13	1	12 "	102 65
Almasippi and Graysville	Mrs. S. J. Huntley.....	6½	2	12 "	156 00
Alpha and Fillmore.....	W. H. Smelker..	23	1	8 " (from Nov. 1, '05)	60 00
Altamont and Railway Station....	H. Mussell	1½	12	12 "	124 80
Altona and Railway Station.....	L. P. Yoerger ..	$\frac{1}{8}$	12	12 "	75 00
Alvena and Rosthern	A. Hryzal.....	18	1	12 "	182 00
Annaheim and Muenster..	R. Litkenhaus..	12	1	12 "	143 00
Antler and Bellegarde.....	F. Sylvestre....	5	1	12 "	47 00
Antler and Frys.....	J. H. Fry	6	1	12 "	50 00
Antler and Railway Station.	E. Haight... .	$\frac{1}{17}$	12	12 "	120 00
Arbakka and Stuartburn....	J. Gillies.... .	17	1	12 "	140 00
Arcola and Ossa.....	J. Greatrix. ...	39	1	12 "	410 00
Arcola and Percy....	C. Reid	8	1	8 " and 3 days (to Mar. 3, '06)...	52 43
do do	R. J. Morrison..	8	1	3 " and 23 dys. (from Mar. 9, '06)...	31 11
Arcola and Railway Station	T. C. Yeoward..	$\frac{1}{4}$	18	12 "	532 46
Arden and Station.....	M. E. Boughton.	$\frac{1}{4}$	12	12 "	135 00
Argyle and Woodlands..... ..	A. Smith. ..	13	2	9 " (to Mar. 31, '06).	112 50
do do	G. Josling.....	13	2	3 " from " .	39 00
Arnaud and Carlowrie.....	R. Sumner	6	1	12 "	65 00
Arnaud and Railway Station	E. Smith	$\frac{1}{4}$	12	12 "	156 62
Arnaud and Ste. Elizabeth.....	H. Fontaine....	9	2	12 "	104 00
Arrow River and Orrwold.....	W. Tennant ...	20½	2	12 "	223 60
Arrow River and Railway Siding..	do	1	6	12 "	78 31
Arthurvale and Knee Hill Valley..	L. Stephenson ..	16	1	3 " (to Sept. 30, '05).	12 91
Assissippi and Russell...	J. T. Adams....	15	2	12 "	240 00
Ashville and Railway Station.....	T. A. Young ...	550 yds.	6	9 " (to Mar. 31, '06).	47 00
do do	E. S. Young....	550 yds.	6	3 " from " .	15 60
Atikokan and Railway Station ...	F. J. Schieder..	300 yds.	6	12 "	46 93
Aubigny and Silver Plain.....	H. Mousseau....	2½	2	12 "	59 00
Auburnton and Oxbow..	A. J. Watson...	14	1	12 "	100 00
Audrey and Carievale.....	T. J. Puffer	12½	1	12 "	81 50
Austin and Railway Station.....	J. Willott.....	$\frac{1}{8}$	12	12 "	200 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Avonhurst and South Qu'Appelle	F. L. Miles	17½	2	4 mos. (to Oct. 31, '05).	104 00
do do	R. A. Hardy	17½	2	5 " (to Mar. 31, '06).	130 00
do do	W. E. Mathews.	17½	2	3 " from "	78 00
Aweme and Treesbank	J. E. Little	8	1	12 "	75 00
Aylesworth and Emo	J. L. Locking	6	1	12 "	75 00
Aylesbury and Railway Station	H. H. Johnston.	½	12	9 " (from Oct. 1, '05)	64 26
Badger and Railway Station	J. N. Camyre	150 yds.	4	12 "	30 00
Badgerdale and Canora	L. Sexsmith	18	1	12 "	104 00
Bagley and Melfort	N Anderson	15	1	12 "	94 00
Bagot and Railway Station	J. C. Lowrie	⅛	12	12 "	60 20
Bagot and Rossendale	J. C. Glover	12	1	8 " and 3 days (to Mar. 3, '06)	58 80
Baie St. Paul and Marquette	W. F. Fraser	5¼	1	2 " (to Aug. 31, '05).	7 99
Balcarres and File Hills	R. T. Grant	22	2	11 " (from Aug. 1, 05)	183 33
Balcarres and Railway Station	G. W. Ludlow	200 yds.	6	12 "	78 24
Baldur and Grund	S. Christopherson	6	2	12 "	120 00
Baldur and Railway Station	A. Fowler	⅛	12	12 "	219 10
Baldur and Roseberry	T. Sexsmith	12	1	12 "	104 00
Balgonie and Dalrymple	W. Cockwill	44	1	3 " and 15 days (to Oct. 15, '05)	119 94
Balgonie and Hednesford	F. Gentner	24	1	3 " (from Apl. 1, '06)	52 50
Balgonie and Kathrinthal	P. Dielschneider	15	1	12 "	130 00
Balgonie and Loon Creek	W. Cockwill	38	1	5 " and 16 days (to Mar. 31, '06)	152 68
Balgonie and Railway Station	R. N. Weir	⅛	26, 14 & 20	12 " and arrears	251 30
Balmoral and Greenwood	E. Bowman	6½	1	12 "	75 00
Balmoral and Railway Station	W. E. Cook	¾	12	12 "	281 70
Barnsley and Railway Station	P. McBride	1½	3	12 "	25 00
Barwick and Chapple	W. H. Smith	6½	1	12 "	65 00
Barwick and Railway Station	M. C. Drew	⅛	6	1 month and 13 days (to Aug. 13, '05)	24 15
do do	E. Both	⅛	6	10 mos. and 18 dys. (from Aug. 13, '05)	192 88
Basswood and Railway Station	D. McPherson	⅛	12	12 months	124 80
Basswood and Rolling River	D. Cameron	10	1	12 "	75 00
Bates and Homewood	J. Crawley	3	2	12 "	78 00
Batoche and Wakaw	R. Boyer	24	1	12 "	176 00
Battleford and Richard	S. Nolin	25	1	1 " and 19 days (to Aug. 19, '05)	49 70
Bavelaw and Millwood	M. O. Barke	9	1	12 "	60 00
Beaconsfield and Swan Lake	T. A. Griffith	14	2	7 " (to Jan. 31, '06).	84 58
do do	J. R. Couch	14	2	5 " from "	60 41
Beausejour and Broken Head	F. Staska	14	1	12 "	85 00
Beausejour and Railway Station	S. Turner	1/6	14	12 "	109 83
Beaver and Railway Station	R. H. McLeod	¼	6	9 " (from Oct. 1, '05)	71 37
Beaver Dale and Yorkton	W. E. Moore	29	1	12 "	240 00
Beaver Lake and Dinwoodie	R. Dinwoodie	30	1	15 dys. (to July 15, '05).	9 33
Beaver Lake and Fort Saskatchewan	S. A. Harrison	82	1	" "	30 48
Beckenham and Sheho	N. D. Currie	40	1	2 trips	20 00
do do	F. G. Gaites	40	1	10 dys. (to Dec. 31, '05).	10 19
do do	R. Dalrymple & J. Head	40	1	2 mos. (to Mch. 31, '06).	62 50
do do	N. D. Currie	40	1	3 " (from Apl. 1, '06)	106 25
Beeston and Grenfell	W. A. Gabb	25	1	4 " (to Oct. 31, '05).	25 00
do do	A. B. Varley	31	1	8 " from "	100 00
Bekevar and Fletwode	J. Szakais	9	1	12 "	80 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Belcourt and Reaburn	T. H. Brown	5	2	12 months	90 66
Belle Plain and Catching Post	J. K. H. Dixon.	150 yds.	14	6 " (to Dec. 31, '05).	50 00
do do	do	150 yds.	12	6 " from "	45 04
Belmont and Railway Station	H. M. Standing.	1/10	24	12 "	232 13
Benito and Swan River	J. D. Young	30	1	6 " (to Dec. 31, '05).	130 00
do do	J. S. Free	30	1	6 " from "	130 00
Beresford and Railway Station	W. Cannon	1/2	12	12 "	90 29
Bethune and Railway Station	E. J. Clugh	200 yds.	4	12 "	39 53
Bienfait and Railway Station	A. J. Milligan.	450 yds.	2	12 "	20 00
Big Fork and Devlin	P. O'Connell	11	2	12 "	156 00
Binscarth and Railway Station	D. McGilvray	1/10		12 "	187 80
Binscarth and Seeburn	O. Seebach	14	1	12 "	130 00
Birch Hills and Deer Lodge	W. Stevens	7	1	12 "	100 00
Bird's Hills and Railway Station	G. Chudleigh	1/2	6	12 "	125 30
Birnie and Orange Ridge	G. Featherstone.	1	3	6 " (to Dec. 31, '05).	20 80
Birnie and Railway Station	E. B. Ramsay	200 yds.	6	3 " and 13 days (to Oct. 13, '05)	17 86
do do	R. Watson	200 yds.	6	8 " and 18 dys. (from Oct. 14, '05)	44 74
Birtle and Fort Ellice	G. H. Dickin	12	2	12 "	208 00
Birtle and Miniota	R. Andrew.	23	3	3 " and 14 days (to Oct. 14, '05)	157 27
do do	J. Parker	23	3	17 dys. (to Oct. 31, '05).	32 00
do do	G. H. Dicken	23	3	8 mos. from "	300 00
Birtle and Railway Station	G. H. Dicken	3/4	12	12 "	226 89
Birtle and Warleigh	J. C. Dudley	8	1	12 "	60 00
Bittern Lake and Pretty Hill	O. Olson	20	1	2 " and 15 days (to Oct. 14, '05)	10 88
Black Hawk and Stratton Station	G. W. Hughes.	15½	1	12 "	78 00
Bladworth and Railway Station	A. J. Ault	166 yds.	12	12 "	50 00
Bladworth and Strongfield	P. Van Herewchye	21	1	1 " (from June 1, '06)	17 08
Bleakmore and Strassburg Station	A. W. Hudson.	32	1	2 " (from May 1, '06)	73 66
Blythfield and Railway Station	W. H. Mellow.	3½	2	12 "	83 80
Boissevain and Railway Station	W. H. Saults	1/8	12	12 "	156 50
Boissevain and Sheppardville	G. F. Brown	14½	2	12 "	200 00
Boissevain and Wapaka	do	16½	1	12 "	99 00
Boissevain and Wassewa	W. Millions	10	2	12 "	126 24
Bonheur and Railway Station	J. C. Roney	325 yds	12	12 "	202 00
Bonne Madone and Domremy	G. Revoy	14	1	12 "	109 00
Bonnie Doon and Reaburn	W. Finegan	9½	2	9 " and 19 days (from Sept. 12, '05)	144 55
Bonnington and Railway Station	T. C. Hagarth	133 yds.	12	6 " (to Dec. 31, '05).	00 50
Boscurvis and Oxbow	T. Decker	14	1	12 "	112 00
Boucherville and Stratton Station	R. Muldoon	3	2	9 " (to Mch. 31, '06).	78 00
do do	J. Vipond	3	2	3 " from do	26 00
Bowsman and Railway Station	J. Caverly	300 ft.	4	12 "	53 67
Bradwardine and Railway Station	J. S Hays	1/8	6	9 " (to Mch. 31, '06).	58 68
do do	A. Hays	1/8	6	3 " from "	19 56
Brandon and Hayfield	G. E. Couling	12	2	12 "	416 00
Brandon and Railway Stations	R. Eloiss	1/8 & 1/4	12&64	3 " and 14 days (to Oct. 14, '05)	403 20
do do	F. J. Baird	1/8 & 1/4	12&64	8 " and 17 days (from Oct. 14, '05)	984 20
Brandon and Shrubland	W. Cannon	12¾	2	12 "	286 00
Brandon Hills and Railway Station	T. Baker	2½	2	9 " (to Mch. 31, '06).	97 50
do do	A. J. Gerry	2½	2	3 " from "	32 50
Bredenbury and Railway Station	T. A. Porter	2	2	6 " (to Dec. 31, '05).	40 30
do do	H. Pearpoint	100 yds.	6	6 " from "	54 77
Bridge Creek and Franklin	C. R. Campbell.	3½	3	12 "	110 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Broadview and Crystal Springs	J. McDougall	29	1	12 months	180 00
Broadview and Graytown	R. Gray	40	1	4 " and 14 days (from Feb. 15, '06)	128 43
Broadview and Hillsden	E. Howarth	12	1	6 " (to Dec. 31, '05).	49 40
do do	G. Ross	12	1	1 " and 14 days (to Feb. 14, '06)	15 00
Broadview and Railway Station	A. L. Brown	⅛	26	12 "	304 04
Broken Shell and Yellow Grass	M. Garritty	12	1	10 " (from Sept. 1, '05)	95 83
Brookdale and Railway Station	J. W. Miller	560 ft.	6	12 "	78 24
Broomhill and Melita	W. Kilkenny	12	1	12 "	91 00
Brown and Morden	A. Stapel	13	1	12 "	72 50
Bru and Cypress River	A. Oliver	11½	1	12 "	140 00
Brunkild and Railway Station	W. M. Poersch	4½	3	6 " (to Dec. 31, '05).	39 00
do do	do	¼	3	6 " from "	11 70
Bruno and Railway Station	F. G. Folly	60 yds.	6	1 " (from June 1, '06)	3 91
Bruxelles and Holland	G. Hutlet	10	2	6 " (to Dec. 31, '05).	55 00
do do	H. Heignen	10	2	6 " from "	55 00
Buffalo Plains and Hazelwood	C. V. Shaver	12	1	12 "	130 00
Bulyea and Railway Station	W. C. Ostrom	500 yds.	6	4 " and 15 days (to Feb. 28, '06).	29 41
do do	J. W. Barlow	500 yds.	6	4 " from Feb. 28, '06	26 08
Bunclody and Fairfax	D. A. Rose	7½	1	10 " (from Sept. 1, '05)	66 66
Bunsville and Mulock	J. Thomas	12	1	12 "	100 00
Burnbank and Elkhorn	J. H. Cavanagh	8	2	12 "	156 00
Burnbank and Two Creeks	G. Allison	7½	1	12 "	64 30
Burnside and Fox	S. Hadley	6½	1	12 "	39 60
Burnside and Railway Station	J. R. Fox	¼	12	12 "	50 24
Butterton and Earl Grey	A. C. Foster	8	1	5 " (from Feb. 1, '06)	31 25
Cameron and Railway Station	W. D. Hamilton	¼	6	12 "	45 00
Camperville and Winnipegosis	J. B. Napakisit	35	fth'ly.	12 "	145 00
Cannington Manor and Moosomin	H. King	43¼	1	12 "	250 00
Canora and Devil's Lake	R. R. Smith	17	1	10 " and 26 days (from Aug. 6, '05)	97 57
Canora and Ebenezer	E. Barchell	19½	1	12 "	182 00
Canora and Railway Station	J. Leitch	400 yds.	12	12 "	202 92
Cantal and Wauchope	N. Menard	12	1	12 "	100 00
Carberry and Montrose (Round Route)	S. Shannon	36	2	12 "	250 00
Carberry and Petrel	do	7½	1	12 "	100 00
Carberry and Railway Stations	J. Smale	500 yds.	6	12 "	125 20
do do	J. Whitelaw	⅛	20	12 "	377 91
Carbon and Sunnyslope	P. P. Giesbrecht	27	1	1 " (to July 31, 05)	21 66
Carievale and Railway Station	E. Passino	⅛	12	12 "	95 00
Carlyle and Railway Station	E. H. Hayward	150 yds.	12	12 "	156 48
Carman and Railway Stations	R. Squires	¼ & ⅛	12& 6	12 "	474 25
Carman and St. Daniels	J. M. Aymont	11	1	12 "	50 00
Carnduff and Oakley	W. G. Lee	11	1	12 "	100 00
Carnduff and Railway Station	J. P. Carnduff	⅛	12	12 "	160 00
Carnegie and Railway Station	W. A. Pierson	⅛	6	12 "	62 40
Carnoustie and Wapella	E. Pierce	22	1	8 " and 8 days (to Mar. 8, '06)	130 36
do do	W. H. Birdsell	22	1	3 " and 23 days (from Mar. 8, '06)	59 64
Caron and Keelerville	W. F. Fowle	21	1	10 " and 30 days (to May 30, '06)	182 96
Carroll and Railway Station	J. W. Graham	¼	12	12 "	249 60
Cartwright and Railway Station	M. Watts	⅛	12	12 "	148 85
Castelavery and Roblin	H. Fox	13	1	2 " (from May 1, '06)	17 33

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cateville and Hillcrest	C. C. Cate	9	1	7 mos. (from Dec. 1, '05)	59 33
Cecil and Steep Creek	W. E. Summerl'y	15½	1	12 "	89 00
Cedar Lake and The Pas	Hudson Bay Co.	77	mt'ly.	12 "	150 00
Cedoux and McTaggart	A. Hodge	12	1	4 " (to Oct. 31, '05)	39 00
do do	W. H. Siegrest	12	1	5 " and 27 days (to April 27, '06)	57 42
do do	E. Fletcher	12	1	2 " and 3 days (from April 27, '06)	20 57
Chamberlain and Railway Station	Mrs. W. H. Elkerton	150 yds.	12	12 "	50 00
Chater and Railway Station	T. S. Smyth	⅛	12	12 "	125 20
Chatfield and Teulon	E. Espe	36	1	12 "	245 00
Churchbridge and Railway Station	A. E. Lewarton	⅛	12	12 "	250 40
Churchbridge and Rothbury	R. Smith	27	1	12 "	191 44
Churchbridge and Sumner	A. J. Putland	32	1	12 "	280 00
Clair and Railway Station	G. W. Heller	75 yds.	4	3 " (from April 1, '06)	3 75
Clandeboye and Dunara	A. McBain	8¾	2	12 "	130 00
Clandeboye and Railway Station	do	300 yds	3	12 "	39 00
Clan William and Minnedosa	E. Halpenny	8½ & 12	2	12 "	190 66
Clarkleigh and Minnewakon	P. Chartrand	10	2	2 " and 11 days (to Sept. 11, '05)	22 60
Clarkleigh and Radway	J. Clark, jr.	11½	2	12 "	124 00
Clarkleigh and Reaburn	B. Chartrand	44½	2	2 " and 11 days (to Sept. 11, '05)	86 96
Clark's Crossing and Railway Stn.	J. Driedger	100 yds.	6	12 "	46 80
Clearwater and Railway Station	H. McKellar	¼	12	12 "	156 00
Coalfields and Roche Percee	W. Hamilton	3	3	6 " and 14 days (to Jan. 14, '06)	91 63
do do	Souris Coal Mining Co., Ltd.	3	6	3 " and 8 days (to April 22, '06)	63 54
do do	H. Lees	3	6	2 " and 8 days (from Aprll 22, '06)	59 14
Cold Springs and Mary Hill	T. Breckman	8	1	2 " (to Aug. 31, '05)	10 83
do do	J. Sigardson	8	1	10 " from "	116 66
Condie and Railway Station	F. J. Tipton	⅛	12	12 "	112 68
Cook's Creek and Winnipeg	Alloway & Champion	22	2	12 "	416 00
Copley and Lyleton	C. J. Reid	5½	1	12 "	78 00
Cordova and Moon Park	J. Allan	8¾	2	2 " (from May 1, '06)	26 22
Cordova and Selden	do	6½	2	10 " (to April 30, '06)	116 99
Cotham and Dubuc	H. H. Willway	10	1	12 "	80 00
Coulter and Coultervale	F. Coulter	5½	2	12 "	130 00
Coulter and Railway Station	A. Gould	500 ft.	6	12 "	62 20
Coulter and Sourisford	do	6	2	12 "	156 00
Coxby and Kyle	R. B. Atkinson	7	1	12 "	78 00
Craik and Foote	N. Foote	14	1	12 "	125 00
Craik and Hustlers	J. Reinertson	12	1	9 " (to Mar. 31, '06)	83 74
do do	H. Dapper	16	1	3 " from "	31 25
Craik and Railway Station	J. Gibson	100 yds.	6	1 " and 11 days (to Aug. 11, '05)	3 57
do do	A. B. Foote	100	6 & 12	10 " and 20 days (from Aug. 11, '05)	51 20
Craik and Squaw Valley	B. F. Browning	7	1	6 " (from Jan. 1, '06)	37 50
Crandell and Penrith	W. Bishop	9	1	12 "	104 00
Crandell and Railway Station	T. Hamilton	¼	12	12 "	156 48
Craven and Railway Station	Hewer & Hewer	6⅛	6	9 " and 16 days (to April 16, '06)	95 27
do do	L. H. Hoskins	6⅛	6	2 " and 14 days (from April 16, '06)	56 10

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Creelman and Railway Station	S. R. Carrothers.	100 yds.	6	12 months	80 78
Crescent Lake and Saltcoats	H. Y. Abra.	33	1	12 "	208 00
Cressman and Humboldt	G. F. Friesen	32	1	4 " (from Mar. 1, '06)	121 32
Crystal City and Railway Station	G. R. Taylor	¼	12	12 "	262 92
Culross and Railway Station	P. Anderson	⅛	12	12 "	62 60
Cupar and Dalrymple	W. H. Fynn			1 special trip	2 00
Cupar and Loon Creek	do	9	1	3 mos. (from April 1, '06)	26 00
Cupar and McDonald's Hills	J. McDonnell	14	1	12 "	32 50
Cupar and Railway Station	J A.McLaughlin	⅛	6	8 " and 16 days(from Oct. 16, '05)	55 32
Curzon and Dundurn	J. Zacher.	20	1	2 " (to Aug. 31, '05	25 67
do do	P. A. Edquist	20	1	10 " from "	128 33
Cypress River and Railway Station.	S. F. Pearce	⅛	12	12 "	100 16
Dacotah and Railway Station	C. Winslow.	250 ft.	6	12 "	40 00
Daly and Virden	W. McKenzie	10	1	12 "	68 00
Dana and Leofeld	F. Rocheleau	12	2	1 " (from June 1, '06)	16 66
Dana and Railway Station	L. Normande	200 yds.	6	5 " (from Feb. 1, '06)	32 50
Danvers and Scandinavia	K. Kjelsen	7½	1	9 " and 13 days (to April 13, '06)	20 50
do do	J. T. Lee.	7½	1	2 " and 17 days(from April 13, '06)	8 67
Darlingford and Railway Station	E. Jordan	1/16	12	9 " (to Mar. 31, '06).	94 00
do do	J. F. Crosby	1/16	12	3 " from "	31 30
Darlingford and Shadeland	W. Hood	8¾	2	12 "	156 00
Dauphin and Melton	H. L. Short	12	1	12 "	100 00
Dauphin and Railway Station	T. Jordan	⅛	28	12 "	316 57
Dauphin and Spruce Creek	J. A. Fisher	9	1	12 "	104 99
Davidson and Railway Station	H. Barton.	70 yds.	12	12 "	60 00
Davidson and Riverview	C. R. Thurber	34	1	3 " (from April 1, '06)	84 50
Davin and McLean	X. Grad	10	1	12 "	110 00
Dead Moose Lake and Lenora Lake	H. Wessling	12	1	5 " (from Feb. 1, '06)	39 58
De Clare and Ruther Glen	C. H. Lewis	5	1	7 " (to Jan. 31, '06).	71 50
De Clare and McAuley	do	5	2	5 " from "	65 00
Deerwood and Railway Station	A. M. Orwell	¼	3	12 "	39 00
Deleau and Railway Station	J. B. Abraham	⅛	12	12 "	60 00
Deloraine and Railway Station	J. Gleeson	1/16	12	12 "	156 62
Dempsey and Souris	J. Dempsey	10	1	12 "	90 00
Dennington and Manor	G. Brack.	6	1	12 "	60 60
Dermid and Devlin	S. Shine	6	2	12 "	130 00
Devil's Lake and Gorlitz	R. R. Smith	14	1	1 " and 5 days (to Aug. 5, '05)	10 58
Devlin and Railway Station	D. McRitchie	400 yds.	12	12 "	78 25
Didsbury and Sunnyslope	P..P. Gierbrecht.	33	1	1 " (to July 31, '05).	24 75
Dinorwic and Railway Station	S. H. King	280 yds.	12	12 "	175 00
Disley and Railway Station	G. Gilmour	140 yds.	6	12 "	30 00
Dominion City and Railway Station	R. Taylor.	⅛	12	12 "	156 48
Dominion City and Stuartburn	G. H. Ball & H. E. Lang	49	2	9 " (to Mar. 31, '06).	312 00
do do	L. Moldowan	49	2	3 " from "	104 00
Domremy and Spring Grove	G. H. Scott.	6	1	12 "	52 00
Douglas Station and Creeford (Round Route)	R. Arran	40½	2	12 "	234 00
Douglas Station and Railway Stn	do	⅛	12	12 "	114 00
Douglas Station and Woodlea	J. Mitchell	9¼	1	12 "	65 00
Drinkwater and Catching Post	W. H. Duff	40 yds.	12	12 "	78 00
Drumague and File Hills	A. Longmore.	7½	1	4 " (from Mar 1, '06)	25 33
Dryden and Railway Station	Mrs. I. Smith	⅛	12	12 "	281 70
Dry River and Mariapolis.	W. Craik	4	2	12 "	65 00

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Dubuc and Railway Station	R. Drysdale	80 yds.	6	12 months	78 24
Duck Lake and Mistawasis	M. Lepine	66¼	2	12 "	832 00
Duck Lake and Railway Station	C. Boyer	¼	12	12 "	250 40
Duck Lake and St. Louis	C. Racette	34	1	6 " (to Dec. 31, '05).	174 86
do do	A. Ferguson	34	2	6 " from "	250 00
Dufresne and Railway Station	B. Laurin	½	3	12 "	78 00
Dufresne and Rosewood	J. Hourie	4	3	12 "	141 40
Dunara and Woodfield	F. Philpott	6½	1	7 " (from Dec. 1, '05)	43 75
Dundurn and Railway Station	R. McCordick	200 yds.	12	12 "	156 00
Dunrea and Langvale	G. Lang	5½	2	12 "	97 50
Dunrea and Railway Station	A. Dunlop	165 yds.	12	12 "	125 20
Dunrea and St. Felix	A. Parent	3¼	2	12 "	65 55
Dupuis and Estevan	P. Dupuis	27	1	5 " (from Feb. 1, '06)	62 50
Dyment and Railway Station	J. Olberg	1-22	7	12 "	60 24
Eagle River and Railway Station	D. Gardiner	¼	7	12 "	75 00
Eagleton and Sinclair Station	A. LaPointe	13	1	12 "	125 32
Earl Grey and Railway Station	R. J. Wells	70 yds.	6	8 " and 16 days(from Oct. 16, '05)	53 19
East Bay and Makinak	W. Coutts	20	1	12 "	197 00
East Selkirk and Kreiger	J. Kreiger	15	1	4 " and 17 days (to Nov. 17, '05)	9 51
East Selkirk and Kruger	L. Schalme			2 " 13 d. Jan. 31, '06.	14 94
East Selkirk and Libau	L. Schalme			5 " from Feb. 1, 0'6.	49 99
East Selkirk and Melrose	W. S. Eades	6	1	10 " (to April 30, '06).	43 33
do do	W. O. Harris	6	1	2 " from "	8 67
Edelane and Pengarth	Mrs. McKillop	9	1	8 " (from Nov. 1, '05)	70 00
Eden and Glenholm	J. Butterfield	5	1	12 "	52 00
Eden and Railway Station	T. B. Willaus	150 yds.	6	6 " (to Dec. 31, '05).	39 00
do do	M. M. Scott	150 yds.	6	6 " from "	39 00
Edraus and Railway Station	M. Watson	140 yds.	6	12 "	66 56
Edraus and Rutherford	Mrs. D. Doubleday	6	1	12 "	56 25
Elgin and Railway Station	O. Johnston	⅛	12	12 " and arrears	151 08
Elie and Railway Station	J. Bernardin	⅓	12	12 "	125 00
Elie and St. Eustache	H. Beaudin	6	2	8 " (to Feb. 28, '06).	73 33
do	F. Letourneau	6	3	4 " from "	36 66
Elkhorn and Heron	J. H. Cavanagh	25	1	12 "	221 96
Elkhorn and Maryfield	T. McIndoe	16½	1	12 "	141 25
Elkhorn and Railway Station	W. M. Cushing	705 yds	14 & 26	12 "	403 50
Ellisboro and Wolseley	A. Verry	9	2	4 " and 10 dys (to Nov. 10, '05).	56 49
do do	J. T. Mutrie	9	2	7 " and 20 dys (from Nov. 10, '05).	132 82
Elm Creek and New Sydenham	C. Dann	12	1	6 " (from Jan. 1, '06).	50 00
Elm Creek and Railway Station	T. Kennedy	⅛	12	12 "	156 70
Elm Valley and Reston	A. Bonniman	17	1	12 "	140 09
Elphinstone and Strathclair Station	J. Craig	11½	2	12 "	161 72
Elva and Railway Station	C. W. McLennan	1/16	2	12 "	156 50
Emerson and Halbstadt	J. Heinrichs	8	1	11 " (to May 31, '06).	47 19
do do	H. Loewen	8	1	1 " from "	6 25
Emerson and Railway Station C.N.	J. H. Vanwhort	1	14	12 "	73 00
do do C.P.	do	⅛	12	12 "	125 20
Emo and Railway Station	C. R. Langstaff	¼	12	12 "	300 00
Erwood and Railway Station	I. Clyde	300 yds	2	12 "	93 40
Esterhazy and Ohlen	J. Brunyansky	14½	1	10 " and 10 dys (to May 19, '06).	132 80
do do	S. Kreck	14½	1	1 " and 6 dys (from May 26, '06).	15 82
Esterhazy and Railway Station	V. Flook	250 yds	6	12 "	78 24
Esterhazy and Sumner	G. Kubik	3½	1	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Estevan and Hill Hall	I. H. Lackey	20	1	10 mos. (from Sept. 1, '05)	131 33
Estevan and Railway Station	R. S. Hobbs	½	6	12 "	271 80
Ethelbert and Railway Station	G. C. Bear	⅕	6	12 "	15 04
Ethelton and St. Brieux	J. Morrow	19	1	12 "	149 00
Fairmede and High View	J. A. Dorrance	22½	1	12 "	
Fairfax and Railway Station	J. L. Hettle	¼	12	12 "	227 50
Fannystelle and Railway Station	J. E. Guilbault	1/20	12	12 "	156 62
Ferndale and Welwyn Station	J. Byers	6	1	10 " (to April 30, '06).	60 00
File Hills and Lyston	F. Brinkworth	22	1	1 " (to July 31, '05)	62 50
Fillmore and Huronville	F. Wiggins	13	1	7 " (from Dec. 1, '05).	12 50
Fillmore and Mutrie	C. Caron	17	1	4 " (to Oct. 31, '05).	72 80
Fillmore and Railway Station	H. J. McDiarmid	1	6	12 "	26 00
Findlay and Grand Clairiere	J. W Mackay	6	2	12 "	161 56
Findlay and Railway Station	do	1/16	12	12 "	100 00
Fisher River and Icelandic River	J. Sinclair	50	f'thl'y	9 " and 3 dys (to Ap'l 3, '06)	74 41
do do	E. Sinclair	50	f'thl'y	2 " and 27 dys (from April, '06)	114 48
Fishing Lake and Sheho	J. F. Odell	32	1	12 "	36 50
Fishing Lake and Sleipner	M. F. Allchin	20	1	11 " (from Aug. 1, '05)	455 00
Flee Island and High Bluff	H. W. Coxsmith	9	1	12 "	110 00
Fleming and Railway Station	E. Elliot	½	14	3 " (to Sept. 30, '05).	80 00
do do	do	770 yds	14 &26	9 " from "	39 15
Fletwode and Hazelwood	M. McMillan	9	1	12 "	273 46
Fletwode and Whitewood	J. A. Warner	35½	2	12 "	105 00
Florenta and Plumas	T. McKenzie	4½	1	12 "	540 00
Foam Lake and Ladstock	A. E. Garnham	15	1	8 " (from Nov. 1, '05)	52 00
Foam Lake and Malby	G. Crossen	6	1	5 " (and 7 dys to Dec. 7, '05)	93 33
Foley and Winnipeg Beach	J. L. Thomas	13	1	12 "	42 95
Forest Farm and Grove Park	J. Johanson	9	1	12 "	75 00
Forget and Gap View	R. J. Baxter	9	1	12 "	52 00
Forget and Railway Station	M. Agarent	85 yds	6	12 "	108 00
Fork River and Oakbrae	F. B. Lacey	6½	1	7 " (from Dec. 1, '05)	161 57
Fork River and Railway Station	N. Little	⅛	4	12 "	45 50
Forrest Station and Railway Station	C. Watkins	⅕	12	12 "	52 00
Fort a la Corne and Prince Albert	A. Sutherland	58	1	12 "	93 90
Fort a la Corne and The Pas	Hudson Bay Co.	245	m't'ly	12 "	475 00
			1	" and 10 days (to Aug. 10, '05)	440 00
Fort Alexander and St. George	L. Schanus	6	1		5 79
Fort Alexander and Peguis	H. R. Halfin	53	1	3 trips	37 50
do do	J. Cummings	53	1	3 "	27 00
Fort Francis and Isherwood	J. Watson	9	1	12 months	90 00
Fort Francis and Railway Station	R. J. Marsh	¼	18	12 "	224 85
Fort Pelly and Plateau	M. McDonald	18	1	12 "	276 73
Fort William and Railway Station	W. F. Hogarth	½	28 &14	9 " (to M'ch 31, '06).	397 00
do do	G. L. Allen	½	14	3 " from "	175 67
Fort William West and Railway Station	D. S. McLean	¼	12	12 "	250 00
Fox Warren and Railway Station	A. Laycock	1/20	12	12 "	80 00
Fox Warren and St. Lazare	G. Hudon	12	2	12 "	156 36
Frames and Geysir	G. Magnusson	13	1	12 "	80 00
Francis and Railway Station	D. Mitchell	400 yds	6	10 " (to April 30, '06).	91 00
do do	C. Thompson	400 yds	6	2 " from "	22 20
Franklin and Glendale	W. F. Sirett	10	2	10 " and 9 dys (from Aug. 23, '05)	133 53
Franklin and Murchison Round Route	W. Morris	33½	1	6 " (from Jan. 1, '06)	65 00
Franklin and Railway Station	A. M. Anderson	⅛	12	12 "	100 32

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
French and Nutana	D. E. French	21	2	12 months	348 00
French and Sunny Plain	R. C. Wilson	7	1	6 " (from Jan. 1,'06)	30 00
Frobisher and Railway Station	J. S. Riddell	75 yds	12	12 "	80 00
Frobisher and Roseview	W. H. Cole	26	2	12 "	365 00
Fulda and Humboldt	H. Kalthoff	18	1	1 " (from June 1,'06)	31 25
Gainsborough and Railway Station	R. B. Elliott	¼	12	12 "	156 50
Gainsborough and Workman	H. Harris	22	2	12 "	442 00
Gardenton and Stuartburn	B. A. Johnson	8½	1	12 "	75 00
Garland and Railway Station	W. J. Curtis	½	46	12 "	18 04
Garnock and Headlands	G. T. North	11	1	6 " (from Jan. 1,'06)	49 50
Garonne and Ste Isidore de Bellevue	P. E. Myre	3	1	12 "	26 00
Gilbert Plains and Glenlyon	R. Shaw	7	1	12 "	65 00
Gilbert Plains and Railway Station	W. McNaught	280 yds	12	12	97 87
Gilbert Plains and Umatilla	W. J. McNaught	14½	1	12 "	140 00
Gilbert Plains and Venlaw	O. Dowkes	17½	1	12 "	129 00
Gilbert Plains and Wilford	H. Atkins	12	1	12 "	75 00
Gillies and Marcelin	H. Gillies	6	2	12 "	90 99
Gilolo and St. George	J. Cummings	59	1	5 " (from Feb. 1,'06)	216 66
Gilolo and Selkirk	G. S. Dickinson	6½	2	5 " "	75 83
Girvin and Railway Station	T. W. Hansford	200 ft	12	12 "	30 00
Gladstone and Railway Station (C. N.)	W. A. Sebastien	¼	6 & 12	12 "	97 97
Gladstone and Railway Station (C. P.)	do	¼	12	12 "	180 58
Glenboro and Railway Station	J. A. Smith	⅛	12	12 "	158 00
Glenboro and Skalholt	J. J. Anderson	11	1	12 "	73 00
Glencairn and Railway Station	J. Minty	⅙	4	6 " (to Dec. 31, 1905)	36 00
do do	H. Wylie	⅙	4	3 " (to March 31,'06)	18 00
do do	W. Minty	⅙	4	5 " from "	20 80
Glendale and Neepawa	J. A. Ewer	12	12	1 " and 22 days (to Aug. 22, 1905).	21 17
Glendinning and Moropano	J. Cumming	6	1	12 "	39 00
Glenella and Railway Station	H. N. Ray	⅛	6	12 "	76 49
Glen Ewen and Goschen	T. R. Preston	18	1	12 "	105 00
Glen Ewen and Railway Station	do	1/17	12	12 "	78 04
Glen Mary and Neshem	I. Neshem	5	1	12 "	25 00
Glen Mary and Norden	C. C. Larsen	8	1	12 "	60 00
Glenora and Pilot Mound	J. Wardell	16	2	12 "	260 00
Glensmith and Glensmith Station	T. J. Hall	2	2	1 " (to July 31, 1905)	6 50
Glensmith and Kelwood	do	2	2	11 " (from Aug. 1,'05)	71 50
Glensmith Station and Norgate	Mrs J. McKenzie	8	1	1 " (to July 31, 1905)	4 33
Glensmith Station and Ry. Station	A. Wood	100 yds.	6	1 "	3 90
Glen Valley and Pense	C. Rogan	16½	2	12 "	289 16
Golburn Valley and Tisdale	J. Furber	9	1	6 " (from Jan. 1, '06)	45 50
Gold Rock and Wabigoon	A. H. Davidson	25	1	22 trips	77 00
do do	J. Smith	25	1	8 trips	32 00
do do	L. R. Johnstone	25	1	4 trips	12 00
Golden Stream and Railway Stn	D. Gibson	2	2	12 months	75 72
Gonor and Lockport	W. Swain	1¼	2	12 "	47 49
Goodlands and Lennox	H. C. Manz	3¼	2	12 "	78 00
Goodlands and Montefiore	C. Huycke	4½	2	8 " (to Feb. 28, 1906)	78 00
do do	A. Sleep	4½	2	4 " from "	39 00
Goodlands and Railway Station	do	1/25	6	12 "	30 00
Goose Lake and Weyburn	H. Davidson	29	1	7 " (from Dec. 1,'05)	131 25
Gordon and Sancte Andrea	D. Macdonald	6	1	12 "	52 00
Gowland Lake and Rokeby Station	T. G. Hyde	5	1	12 "	52 00
Grand Coulee and Catching Post	A. D. Wright	⅛	6 & 12	12 "	93 56

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grande Pointe and Ile des Chenes..	J. Rowan.... .	8	2	12 months	96 00
Grande Pointe and Railway Station	do	340 yds.	12	12 "	70 00
Grand Rapids and Winnipegosis...	M. S. Simpson..	120	mthly	5 trips	100 00
Grand View and Mountain Gap...	T. F. Stubbs ...	18½	1	12 months....	140 00
Grand View and Railway Station..	A. Hume	125 yds.	6	12 "	78 00
Grass River and Plumas	E. Hankie.....	12	1	12 "	90 00
Gray and Milestone.	J. N. Beattie...	15	1	7 " (from Dec. 1,'05)	144 16
Grayson and Mariahilf	F. Flegel..... .	8	1	8 " (to Feb. 28, '06) .	52 00
do do	D. Flegel	8	1	4 " from "	26 00
Grayson and Railway Station.. ...	A. J. W Lowes	500 yds.	6	12 "	62 60
Graysville and Lintrathen.....	J. Menzies	4	2	12 "	95 00
Graysville and Railway Station ..	J. D. Dewar.. .	75 yds.	4	12 "	54 62
Graytown and Hillesden	R. Gray.....	20	1	7 " and 14 days (to Feb. 14, 1906).	156 25
Great Bend and Park.	M. Kimpton...	33	1	1 " and 18 days (to Aug. 18,1905)..	57 12
Green Lake and Mistawasis.	P. M. Morin....	124	mthly	12 "	216 00
Greenland and Ste. Anne des Chenes	C. Toews	5½	2	12 "	75 00
Greenway and Railway Station....	P. A. McBean..	120 yds.	12	12 "	93 92
Grenfell and Railway Station.. ...	H. Coy...	½	26	12 "	330 05
Gretna and Railway Station.... .	H. Purpur.....	½	14	12 "	131 04
Gretna and Reinland.....	J. Quiring.....	17	2	12 "	215 00
Griswold and Railway Station.....	A. E. Hill	¼	14 &26	12 "	248 79
Griswold and Roden	J. Laing.. . .	28½	2	12 "	475 00
Gruber and Railway Station.....	H. Girtle.....	50 yds.	4	12 "	41 80
Grunthal and Steinbach.....	J. E. Schellenberg..... .	20½	2	9 " (to Mar. 31, '06).	225 00
do do	G. A. St. John..	20½	2	3 " from "	75 00
Gunton and Tenlon..... ...	D. Gunn	6	1	9 " and 11 days (to May 11, 1906).	62 35
Gunton and Railway Station	do	350 yds.	12	1 " and 20 days(from May 11, 1906).	10 98
Gypsumville and Scotch Bay	W. Monkman...	103	ftnly.	12 "	540 00
Hague and Railway Station.....	T. E. Mahaffy..	¼	12	6 " (to Dec. 31, 1905)	47 10
do do	K. D. Dyck.....	¼	12	6 " from "	49 27
Halbrite and Catching Post.	P. D. Hives	150 yds.	14	9 " (to Mar. 31,1906)	136 50
do do	E. C. Hill .. .	150 yds.	14	3 " from "	45 50
Hamiota and Railway Station.....	G. A. McKague.	½	12	6 " (to Dec. 31,1905)	157 00
do do	N. Bethune....	½	12	6 " from "	156 00
Hamiota and Viola Dale.....	J. T. Pollock ...	7	3	12 "	199 52
Hamona and Tantallon.....	A. McMillan...	9	1	12 "	98 80
Hanlan and Meadow Lea.....	J. Macdonald...	8½	2	2 " and 11 days (to Sept. 11, 1905)	18 36
Hanley and Railway Station.....	R. W. Oxley ...	500 ft.	12	5 " (to Nov. 30,1905)	20 83
do do	F. Hazell	150 yds.	12	7 " from "	60 66
Hanley and Rudy.	J. M. Eby, jr...	26	2	1 " (to July 31, 1905)	25 00
do do	A.N.Finnestad .	26	2	6 " (to Jan. 31, 1906)	145 82
do do	J. M. Eby jr....	26	1	5 " from "	104 16
Harding and Railway Station.....	J. A. Reid.....	60 yds.	6	12 "	78 00
Hargrave and Railway Station.....	H. Cutfield.....	¾	14	12 "	139 63
Harperville and Woodlands..	A. M. Millar....	20	1	12 "	125 00
Harrowby and Railway Station ..	S. Blane.....	165 yds.	6	12 "	46 95
Hartney and Railway Station (C.N.)	J. Blair.....	¼	12	10 " (to April, 30, '06)	208 00
do do ..	J. McFee	¼	12	2 " from "	41 73
do do (C.P.)	J. Blair	¼	12	10 " (to April, 30, '06)	109 50
do do ..	J. McFee.	¼	12	2 " from "	22 16
Hawk Lake and Railway Station ..	B. J. Hodgins ..	¼	12	12 "	24 08

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hazel Cliffe and Railway Station..	Rawson & McLaughlin	300 ft.	6	12 months.....	78 24
Hazel Ridge and Sapton..	A. J. Peterson..	5	1	12 "	64 50
Headingly and Railway Station....	L. H. Compton.	$\frac{1}{16}$	12	6 " (to Dec. 31, '05).	47 10
do do	J. L. Francis...	$\frac{1}{16}$	12	6 " from "	46 87
Headlands and McDonald Hills..	R. Lochhead....	10	1	9 " (to Mar. 31, '06)	105 00
Hecla and Icelandic River.....	H. Asbjornsson.	24	1	12 "	130 00
Heward and Hndmore	D. Kirk.....	8	1	12 "	60 00
Heward and Railway Station	N. P. Crich . ..	300 yds.	6	12 "	108 75
High Bluff and Railway Station...	H. W. Coxsmith.	$\frac{1}{2}$	12	12 "	90 32
Highclerc and Strassburg Station..	A. J. Burrows..	28	1	12 "	60 83
Hillburn and Moosomin.....	W. B. C. Green.	20	2	12 "	289 44
Hill End and Innisfail	E. Songhurst ...	12	1	1 " and 5 days (to Aug. 5, 1905)..	6 25
Hill Farm and Lemberg.....	T. Clarke.....	8	2	12 "	150 00
Hilton and Railway Station... ...	Mrs. J.E. Davies	$\frac{1}{20}$	12	12 "	95 45
Hirsch and Railway Station. ...	M. Berner.....	$\frac{1}{8}$	4	12 "	100 00
Hirzel and Pheasant Forks	S. Good	20	1	12 "	150 00
Hitchcock and Catching Post.. ..	N. Dupuis.....	125 yds.	7	12 "	26 24
Holland and Railway Station.....	J. J. Pearson...	$\frac{1}{8}$	12	12 "	200 04
Holmfield and Railway Station....	F. J. Messner...	$\frac{1}{8}$	12	12 "	117 45
Homewood and Railway Station...	W. Brown	126 yds.	6	12 "	62 40
Hoodoo and Leofeld....	J. Hanacek... .	12	1	2 " (to Aug. 31, '05)	24 17
do do	B. Olivier	12	1	10 " from "	83 33
Howell and Railway Station.... .	L. A. Lapreniere	$\frac{1}{16}$	6	5 " (from Feb. 1, '06)	26 00
Humboldt and Railway Station....	Schaeffer	400 yds.	4 & 6	4 " and 17 dys. (to Nov. 17, '05) ..	22 18
do do ...	J. W. Lowes....	400 yds.	6 & 12	7 " and 13 dys. (from Nov. 17, '05)..	65 21
Hunn's Valley and Minnedosa....	L. Kovacs	22	1	6 " (to Dec. 31, '05)	55 00
Hyde Park and Roseisle.	E. Griffith.. ..	6	1	12 "	46 80
Hyder and Ninga.....	Moore & Edwards	8	2	12 "	130 00
Hymers and O'Connor.....	R. A. Winslow..	5	2	12 "	120 00
Hymers and Railway Station.....	G. E. Hymers ..	50 yds.	4	12 "	50 00
Hymers and South Gillies.....	M. Couch.....	5	1	3 " (from April 1, '05)	10 00
Icelandic River and Norway House.	D. C. McTavish.	300	ft'nly.	9 trips.....	400 00
Icelandic River and Winnipeg Beach	B. Anderson....	51	2	12 months	1,019 23
Ideal and Radway	A. C. Jeffrey ...	8	1	8 " (from Nov. 1, '05)	29 33
Ignace and Railway station.....	J. Davies.....	$\frac{1}{8}$	12	12 "	80 22
Indian Head and Railway Station..	A. Leach... ...	$\frac{1}{320}$	21	12 "	461 36
Indian Ford and Rathwell.....	Mrs. A. Sturton.	$7\frac{1}{2}$	2	12 "	125 00
Indian Springs and Railway Station.	J. C. Toutant...	25 yds.	6	12 "	36 00
Ingleside and Willow Range.....	W. J. William..	7	1	12 "	52 00
Ingolf and Catching Post.....	R. M. McDonald	$\frac{1}{8}$	12	12 "	60 00
Innisfail and Knee Hill Valley ..	G. R. McLaren..	15	2	1 trip.....	3 00
do do	N. W. Stiles....	15	2	1 trip.....	3 00
do do ...	G. R. McLaren.	15	2	10 trips.....	30 00
Innisfail and Mayton	M. Irwin....	21	2	3 mos. (to Sept. 30, '05)	58 50
Insinger and Railway Station.....	J. Prouse.....	$1\frac{1}{2}$	2	12 "	52 00
Invermay and Railway Station.....	H. Turner.....	100 yds.	4	2 " (to Aug. 31, '95)	4 50
do do	O. Turner	100 yds.	4	10 " from " ..	87 99
Invermay and Sheho..	F. Tulloch.....	$18\frac{1}{2}$	1	1 " (to July 31, '05)	14 58
Invermay and Sluggett.....	C. Sluggett.....	25	1	3 " (from Apr. 1, '06)	75 00
Kakabeka and Catching Post.....	W. R. Buttars..	$\frac{1}{8}$	6	10 " and 11 dys. (to May 11, '06) ..	30 19

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kakabeka and Catching Post	M. Hennessey	⅛	6	1 month and 20 dys. (from May 11, '06)	7 60
Kaleida and Manitou	N. Morrison	12	2	12 months	208 00
Kamsack and Neewin	J. C. Murray	37	1	12 "	407 40
Kamsack and Railway Station	W. D. Nix	400 ft.	4	3 " (to Sept. 30, '05)	13 00
do do	H. Harvey	400 ft.	6	9 " from "	100 00
Kawende and Kelvin	C. Moxham	6	1	12 "	50 00
Kawende and Railway Station	D. A. Moore	202 yds.	12	12 "	86 32
Keewatin and Railway Station	J. A. Fletcher	¼	28	12 "	497 44
Kelloe and Railway Station	J. T. Cairns	¾	12	12 "	156 00
Kelwood and Norgate	J. McKenzie	8	1	11 " (from Aug. 1, '05)	47 67
Kelwood and Railway Station	A. Wood	100 yds.	6	4 " (to Nov. 30, '05)	15 60
do do	J. Wood	100 yds.	6	7 " from "	27 30
Kemnay and Railway Station	E. B. Scott	⅛	12	12 "	163 73
Kenaston and Railway Station	T. C. Haygarth	133 yds.	12	6 " (from Jan. 1, '06)	50
Kenlis and Sintaluta	Jones & Hannah	15	2	8 " and 15 dys. (from Oct. 16, '05)	173 77
Kenora and Railway Station	L. Hilliard	¼	28&14	12 "	396 91
Kenton and Logoch	G. A. Johnson	11	1	4 " (to Oct. 31, '05)	39 00
do	S. Fisk	11	1	8 " from "	78 00
Kenton and Railway Station	A. W. Kent	194 yds.	6	12 "	78 24
Keyes and Berton (Round Route)	J. A. McIntyre	23	3	12 "	300 00
Keyes and Railway Station	W. Keyes	⅛	12	12 "	62 60
Killaly and Railway Station	J. Fesser	400 yds.	6	12 "	70 00
Killarney and Glendinning (R.R.)	A. Young	33	2	12 "	195 00
Killarney and Railway Station	C. Bate	⅛	12	12 "	156 50
Killarney and Wakopa (R.R.)	A. Hannah	33	2	12 "	270 00
Kilwinning and Wingard	R. D. Anderson	15	1	8 " (to Feb. 28, '06)	106 66
Kingsley and Lariviere	R. Henderson	6	2	12 "	180 00
Kinisota and Siglumes	J. S. Eyford	9	1	12 "	65 00
Kinisota and Westbourne	J. C. Anderson	72	1	12 "	416 00
Kirkella and Catching Post	J. Neilly	252 yds.	34	12 "	380 29
Kirkpatrick and Prince Albert	J. Tanner	22	2	12 "	250 00
Kisbey and Railway Station	W. M. Seller	200 yds.	4 & 6	12 "	57 10
Kisbey and Warmley	A. S. Porter	12	1	6 " (from Jan. 1, '06)	26 00
Kristnes and Quill Plain	J. F. Liefson	8	1	12 "	80 00
Kronan and Railway Station	H. Entenier	300 yds.	6	12 "	156 00
Kronan and St. Marys	M. Ehmann	5	2	12 "	100 00
Kuroki and Railway Station	T. J. E. Oats	200 yds.	6	9 " (from Oct. 1, '05)	58 42
Kutawa and Wolfsheim	J. Miller	18	1	5 " (from Feb. 1, '06)	60 42
La Broquerie and Railway Station	E. Savard	¼	6	12 "	94 28
Lac du Bonnet and Railway Station	W. T. Kirby	½	2	3 " (to Sept. 30, '06)	2 60
do do	J. D. McArthur	½	2 & 6	9 " from "	18 20
Lajard and Railway Station	I. O. Berg	80 yds.	4	12 "	52 00
Lake Francis and Railway Station	A. Tarn	5	2	9 " and 18 dys. (from Sept. 12, '05)	166 74
Lake Park and Langham	J. F. Reimer	9	1	4 " (from Mar. 1, '06)	34 66
Lake Park and Osler	C. C. Jansen	14	1	1 " and 17 dys. (to Nov. 17, '05)	20 34
do	J. W. Rowe	14	1	3 " and 12 dys. (to Feb. 28, '06)	44 66
Landestrew and Langenburg	A. Dornmann	15	1	2 " and 7 days (to Sept. 7, '05)	12 18
do do	H. Popp	15	1	9 " and 23 dys. from Sept. 7, '05)	52 81
Lang and Railway Station	S. C. Wright	270 yds.	14	12 "	131 87
Langenburg and Railway Station	F. J. Shopland	¼	12	12 "	150 00
Lariviere and Railway Station	T. Dunlop	¼	18	12 "	162 00

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APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
La Salle and Railway Station	J. A. Cormier...	⅛	12	12 months.....	60 00
Lander and Railway Station.....	G. E. Moore ...	1/16	12	12 "	125 20
Laurier and Railway Station	P. Trottier	⅛	12	12 "	205 92
La Valle and Railway Station.....	J. Saunders.....	160 yds.	12	3 " (to Sept. 30, '05)	15 00
do do	T. Martin	160 yds.	12	9 " from " ..	45 00
Lavenham and Railway Station.. .	S. Rands.....	80 yds.	6	3 " (to Jan. 31, '06)	11 70
do do ...	W. Perkins.....	80 yds.	6	5 " (from Feb. 1, '06)	19 50
Lavinia and Orrwold.....	A. W. Lief.....	5¼	1	12 "	75 00
Lebret and Qu'Appelle	A. Bouffard.....	4½	6	12 "	140 40
Lemberg and Pheasant Forks	W. Harmiston..	7	2	4 " (to Oct. 31, '05)	50 00
do do	G. Betker.....	7	2	8 " from " ..	100 00
Lemberg and Railway Station. ...	G. M. Gillespie..	100 yds.	6	12 "	156 48
Lenore and Railway Station.	S. S. Carscadden	165 yds.	6	12 "	78 24
Leofeld and Muenster.....	L. Langer	45	1	11 " (to May 31, '06)	366 66
Letellier and Railway Station.. ..	A. Guilbert.....	⅛	12	12 "	152 49
Letellier, St. Joseph and St. Pie...	J. A. Poliquin..	3½ & 4½	2 & 2	12 "	150 00
Lidstone and Minitonas...	T. W. Lidstone.	9	1	12 "	100 00
Lillyfield and Winnipeg.....	T. Riggal.....	14½	1	12 "	90 00
Lipton and Qu'Appelle	F. Brinkworth..	12	1	11 " and 18 dys. (from July 14, '05)...	48 23
Lipton and Railway Station	J. Atkinson ..	300 yds.	6	12 "	70 00
Loch Monar and Markland...	R. S. Sindal...	18	1	1 " (to July 31, '05).	5 83
Loch Monar and Stonewall.....	P. Harper.....	36	1	12 "	247 00
Longburn and Macdonald.....	A. Curtis.	5¾	2	12 "	84 00
Long Creek and Milestone..... .	G. Cassidy.....	17	1	7 " 21 days (from Nov. 10, '05)..	113 38
Loon Creek and Wheatwyn..... ...	T. Bradwell	6½	1	12 "	90 00
Loretto and Railway Station	A. Marcoux . .	3¾	3	12 "	200 00
Lothair and Westwood..	J. A. Dyer	5¼	2	11 " (to May 31, '06).	45 83
Lothair and Wheatland	do	5½	2	1 " from "	4 17
Louise Bridge and Winnipeg	J. H. McGrath..	1½	6	12 "	78 00
Lowe Farm and Railway Station...	G. Klassen	⅛	12	12 "	50 20
Lower Fort Garry and Oak Hammock...	C. Johnstone....	9	1	12 "	40 00
Lower Fort Garry and Pigeon Bluff.	J. Linklater	6½	1	12 "	28 00
Lumsden and Railway Station.....	J. Mair.....	1/16	12	12 "	156 48
Lumsden and Taylorboro..	W. Seeley ...	70½	1	12 "	721 98
Lumsden and Tregarva	W. R. Jamieson.	8	1	12 "	78 00
Lyleton and Railway Station	R. Murray... .	⅛	16	12 "	78 00
Lyonshall and Ninga.....	S. Jones.....	6	2	6 " and 4 days (to Jan. 4, '06)....	51 11
McAuley and Railway Station.....	R. A. Miller....	100 yds.	6	5 " (from Feb. 1,'06).	35 41
McCreary and Railway Station....	A. J. Ledoux ...	⅛	12	12 "	177 34
McKenzie and Snowflake.	C. Strachan... .	6	2	12 "	100 00
McKenzieville and Railway Stn....	E. Downton....	100 ft.	4	6 " (to Dec. 31, '05)..	19 50
do do	C. E. McGuire..	100 ft.	3	5 " (to May 31, '06).	17 19
Meban and Railway Station.....	T. Seelin	1/16	14	12 "	182 85
McTaggart and Catching Post.....	L. Foisie.....	200 yds.	7	2 " (to Aug. 31, '05).	23 33
do do	R. E. Foisie....	200 yds.	7	10 " from "	145 40
Macdonald and Railway Station...	R. E. Barber...	½	12	12 "	84 00
Macdowall and Railway Station...	E. McK. Ellis..	200 yds.	3 & 12	12 "	121 26
Macdowall and Willloughby.....	M. McLeod. ...	1	1	12 "	78 00
Macfarlane and Taylorboro.....	J. W. Rowand .	25	1	7 " (from Dec. 1,'05).	131 25
MacGregor and Railway Station...	G. Hay.....	¼	20&32	12 "	326 00
MacGregor and Rosehill.....	T. Snaith..... .	10	1	4 " and 2 days (to Nov. 2, '05)...	33 96
do do	E. C. Hamblin..	10	1	7 " and 28 days (from Nov. 2, '05)...	66 04
Macoun and Catching Post.....	E. Rollins	320 yds.	12	12 "	93 88

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Macoun and Romford	R. C. Riddell	30	1	5 mos. (to Nov. 30, '05).	83 33
Macoun and Slager	do	50	1	7 " from "	233 33
Macoun and Viewfield	A. McAulay	15	1	11 " (from Aug. 1, '05)	95 33
Makaroff and Shillingthorpe	G.H.E.Mapleton	15	1	10 " (from Sept. 1, '05)	91 66
Makaroff and Railway Station	R. McLean	200 yds.	4	12 "	1 00
Makinak and Railway Station	W. Golden	$\frac{1}{8}$	12	9 " (to Mch. 31, '06).	70 00
do do	B. W. Grant	$\frac{1}{8}$	12	3 " from "	30 00
Makinak and Ste. Amelie	A. McDougal	16	2	3 " (to Sept. 30, '05).	44 20
do do	L. Kimp	16	2	6 " (to Mar. 31, '06).	93 60
Makinak, Ste. Amelie and Ste. Rose du Lac	do	16 & 10	2 & 1	3 " from "	84 50
Makinak and Ste. Rose du Lac	J. Marshall	10	2	9 " (to Mar. 31, '06).	126 00
Mandal and Ridgeford	R. Thomas	13	1	5 " (from Feb. 1, '06)	62 50
Mandan and Railway Station	J. Cuddy	$\frac{3}{8}$	6	12 "	78 00
Manitou and Railway Station	J. G. Harman	$\frac{1}{4}$	12	12 "	156 50
Manor and Moosomin	W. B. C. Green	$53\frac{1}{4}$	1	12 "	425 00
Manor and Railway Station	E. N. Maltby	80 yds.	12	12 "	80 30
Maraville and Nesbitt	I. B. Donaldson	9	1	12 "	100 00
Margaret and Railway Station	J. Magwood	$\frac{1}{8}$	12	12 "	104 33
Margo and Railway Station	E. M. Bigelow	$\frac{1}{8}$	4	8 " and 16 dys. (from Oct. 16, '05)	45 38
Mariapolis and Railway Station	C. Landry	$\frac{1}{8}$	12	12 "	244 14
Mariapolis and St. Alphonse	T. Chapdelaine	5	2	12 "	164 00
Markland and St. Adelard	B. S. Lindal	14	1	11 " (from Aug. 1, '05)	64 16
Marney and Strathclair Station	W. D. Coghlin	7	2	12 "	103 99
Marquette and Railway Station	H. O. Smith	$\frac{1}{8}$	12	12 "	98 00
Marquette and Woodlands	do	9	2	2 " and 11 days (to Sept. 11, '05)	28 96
Marshland and Woodside	E. Hanneson	10	1	6 " and 4 days (to Jan. 4, '06)	25 96
do do	S. B. Olsen	10	1	and 7 dys. (to Jan. 11, '06)	1 44
do do	C. Christiansen	10	1	1 " and 17 days (to Feb. 28, '06)	8 64
do do	G. Johnson	10	1	4 " from "	23 33
Mather and Railway Station	H.A. McKinnon	$\frac{1}{16}$	12	12 "	137 72
Meadows and Railway Station	W. Clark	300 yds.	3	4 " (from Mar. 1, '06)	8 33
Meadow Lea and Warren	J. McDonald	12	2	9 " and 19 dys. (from Sept. 12, '05)	140 28
Meadowvale and Plympton	E. Hayward	4	2	12 "	70 68
Medora Station and Railway Stn.	I. C. Dandy	$\frac{1}{8}$	6	12 "	40 13
Melbourne and Railway Station	A. H. Graham	$\frac{1}{8}$	2	12 "	52 16
Melfort and Prince Albert	W. McDonald	99	2	9 " and 17 dys. (from Sept. 14, '05)	1,194 29
Melfort and Railway Station	A. E. Wild	200 yds.	4	" "	102 78
Melfort and South Melfort	J. G. Armstrong	11	1	3 " (to Sept. 30, '05).	32 50
do do	R. B. Harley	11	2	9 " from "	187 50
Melita and Railway Station	R. Cruickshank	$\frac{1}{8}$	12	12 "	75 00
Menofield and Verigin	J. Boreko	6	1	5 " (from Feb. 1, '06)	31 25
Menofield and Yorkton	J. Fenske	30	1	5 " and 4 days (to Dec. 4, '05)	53 33
do do	J. Boreko	30	1	1 " and 27 days (to Jan. 31, '06)	28 51
Menteith and Railway Station	H. Reinhardt	$\frac{1}{4}$	6	4 " and 14 days (to Nov. 14, '05)	29 03
do do	J. Abrey	1	6	7 " and 16 dys. (from Nov. 14, '05)	78 59
Methven and Railway Station	E. Rogers	$\frac{1}{8}$	12	9 " (to Mar. 31, '06).	94 00
do do	A. Ziegler	$\frac{1}{8}$	12	3 " from "	31 20
Methven and Wawanesa	S. Avison	$\frac{1}{4}$	3	12 "	124 80

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Miami and Opawaka	P. Angers	7	1	12 months	85 00
Miami and Railway Station	R. Patterson	200 yds.	12	12 "	130 44
Midale and Catching Post	O. Wedin	50 yds.	7	12 "	25 05
Milestone and Railway Station	C. O. Carlson	75 yds.	4	12 "	182 48
Millbrook and Winnipeg	W. H. Hemmings	39¾	2	5 " (to Nov. 30, '05).	269 70
Mill Creek and Willow Range	T. Irvine	5½	1	12 "	52 00
Millet and Patience	W. Suss	18	1	1 " (to July 31, '05).	12 33
Mellville and Weyburn	A. Ingell	14	1	4 " (to Nov. 30, '05).	41 66
Millwood and Railway Station	E. Walker	¼	12	12 "	200 64
Mine Centre Station and Railway Station	L. Hamel	100 ft.	6	12 "	78 00
Miniota and Railway Station	D. Rowan	200 yds.	12	12 "	156 50
Minitonas and Railway Station	Pocock & Gibson	⅛	6	12 "	235 50
Minnedosa and Railway Station	H. J. Armitage	1/16	18	12 "	234 75
Minnedosa and Scandinavia	E. Halpenny	21½	1	12 "	161 04
Minnewaken and Oak Point	P. Chartrand	17	2	9 " and 19 dys. (from Sept. 12, '05)	188 34
Minnewaken and Rabbit Point	C. E. Brault	4	2	12 "	65 00
Minnewaken and Scotch Bay	T. Malcolm	16½	2	12 "	217 75
Minnitaki and Catching Post	C. S. Hewson	¼	3	12 "	60 00
Minto and Railway Station	J. Brown	½	12	6 " (to Dec. 31, '05).	31 40
do do	A. Scott	½	12	6 " from "	31 20
Mistawasis and Mount Nebo	J. M. Cameron	11	1	12 "	74 00
Moffat and Stonybrook	M. Livingstone	30	1	12 "	312 00
Moffat and Wolseley (R.R.)	P. Smith	21	2	4 " and 10 days (to Nov. 10, '05)	75 17
do do	J. T. Mutrie	21	2	7 " and 20 dys. (from Nov. 10, '05)	166 03
Moline and Rapid City	D. Dick	8	1	12 "	78 00
Molson and Railway Station	E. F. Carter	1/16	14	6 " (to Dec. 31, '05)	40 00
do do	I. J. Tremells	1/16	14	14 days (to Jan. 14, '06).	3 11
do do	B. F. Hinchliffe	1/16	18	5 mos. and 17 dys (from Jan. 14, '06)	47 17
Montmartre and Wolseley	O. Beandin	21	1	12 "	115 48
Moosomin and Railway Station	G. Sims	⅓	14 & 26	12 "	338 39
Moosomin and Rossetti	R. Irwin	19	2	12 "	250 00
Morden and Nelson	J. Duncan	10¼	2	12 "	150 00
Morden and Railway Station	J. Wright	½	12	12 "	156 50
Morden and Wakeham	Mrs. H. Bayliss	16	2	6 " (to Dec. 31, '05)	75 00
do do	R. C. Bayliss	16	2	6 " from "	120 00
Morris and Railway Stations	M. Laurie	¼ & ⅓	24 & 18	12 "	755 92
Mount Royal and Winnipeg	L. P. Brault	10½	2	5 " (to Nov. 30, '05)	28 99
do do	J. J. Taylor	10½	2	7 " from "	66 66
Mountain Side and Strassburg Stn.	T. L. Richardson	7½	1	4 " (from Mar. 1, '06)	33 33
Mowbray and Railway Station	W. W. Mitchell	160 yds.	6	12 "	98 72
Mowbray and Windygates	do	7½	2	12 "	150 00
Muenster and Railway Station	A. Nenzel	850 yds.	4 & 6	12 "	142 85
Mulock and Yorkton	J. Thomas	22	1	12 "	312 00
Murillo and Railway Station	A. McLean	⅛	12	8 " (to Feb. 28, '06)	118 67
do do	J. W. McArthur	⅛	12	4 " from "	59 53
Murray Bay and Railway Station	J. Bunting	⅛	6	12 "	50 00
Myrtle and Railway Station	A. McDonald	⅛	12	5 " (to Nov. 30, '05)	68 75
do do	P. H. Harrison	⅛	12	7 " from "	96 25
Napinka and Railway Station	A. E. Slater	⅛	18	12 "	187 20
Neepawa and Railway Station (C.N.)	H. R. Rutlege	⅛	6	12 "	156 50
do do (C.P.)	J. Howatt	⅛	12	12 "	250 00
Nesbitt and Railway Station	G. B. Barager	⅛	12	12 "	156 48
Net of Lakes and Wadena	F. Donnell	9	1	7 " (from Dec. 1, '05)	60 66

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Nettly Lake and Railway Station	J. McDonald	2	2	12 months	104 00
Neudorf and Pearl Park	F. W. Pinder	16	1	12 "	200 00
Neudorf and Railway Station	D. Kuss	250 yds.	6	12 "	62 60
Neudorf and Tiree	do	17	2	12 "	312 00
Newdale and Railway Station	A. R. Fanning	1/8	12	12 "	156 48
New Finland and Whitewood	F. Kennedy	19 1/2	1	12 "	177 00
New Hastings and Welwyn Station	J. Byers	8	2	12 "	152 00
New Holstein and Sedley	R. Koch	7	1	12 "	80 00
New Warren and Rouleau	J. Mitchell	15	1	8 " and 14 days (to Mar. 14, '06)	104 03
do do	H. A. Hastings	15	1	3 " and 17 days (from Mar. 14, '06)	45 63
Ninette and Railway Station	J. Overend	1/8	12	12 "	100 16
Ninga and Railway Station	G. Robinson	1/4	12	12 "	160 51
Niverville and Railway Station	A. P. Penner	1/8	12	12 "	200 00
Nolalu and Railway Station	A. Bishop	20 yds.	4	3 " and 17 days (from Mar. 15, '06)	6 46
Norman and Railway Station	J. H. Snider	25 yds.	12	9 " (to Mar. 31, '06)	202 50
do do	J. O. Dulmadge	25 yds.	12	3 " from "	67 50
North Portal and Railway Station	W. H. Dorsey	1/8	14	12 "	96 26
Norwood Grove and Winnipeg	Mrs. E. Sutherland	1 1/2	6	9 " (to Mar. 31, '06)	46 50
do do	E. Gregoire	1 1/2	6	3 " from "	15 50
Notre Dame de Lourdes and Rathwell	F. Chaperon	8	2	12 "	120 00
Nutana and Saskatoon	W. N. Howell	1	4	12 "	187 46
Oak Bank and Pine Ridge	A. Wedman	6	1	5 " (to Nov. 30, '05)	20 83
do do	A. Schmidt	6	1	7 " from "	29 16
Oak Bluff and Railway Station	G. P. Wastle	2 3/4	2	12 "	57 20
Oakburn and Shoal Lake	Mrs. M. Hamilton	11 3/8	2	9 " (to Mar. 31, '06)	134 61
do do	T. H. Halliday	11 3/8	2	3 " from "	44 87
Oak Lake and Railway Station	R. L. Hood	1/8	26	12 "	232 77
Oakland and Portage la Prairie	J. & E. Brown	12	2	12 "	247 00
Oak Point and Railway Station	A. Pritchard	200 yds.	4	9 " and 19 days (from Sept. 12, '05)	32 06
Oak River and Railway Station	J. Little	1/8	12	12 "	240 00
Oak River and Totonka	F. C. Sparling	10	1	12 "	99 00
Oak River and Wheatland	T. Cleaves jr.	7	2	3 " (to Sept. 30, '05)	31 25
Oberon and Railway Station	E. C. McGuire	100 ft.	6	1 " (from June 1, '06)	4 87
Ochre River and Railway Station	W. A. Oliver	1/8	12	12 "	172 05
Ogilvie Station and Railway Station	W. Hyness	1/8	6	9 " (to Mar. 31, '06)	39 00
do do	E. P. Parker	1/8	6	3 " from "	13 00
Olive and Treherne	W. J. Parker	9 1/2	2	9 " (to Mar. 31, '06)	154 62
do do	R. McQuay	9 1/2	2	3 " from "	39 00
Orcadia and Railway Station	F. R. Knight	1/4	4	12 "	50 00
Osage and Railway Station	J. R. Standen	100 yds.	6	12 "	140 84
Osler and Railway Station	J. S. Grant	1/4	12	12 "	109 20
Osler and Vaunder	W. Elliott	22	1	5 " (to Dec. 1, '05)	83 69
Otterburne and Railway Station	J. Rougeau	1/8	12	12 "	156 50
Otterburne and St. Pierre	J. Cadotte	6	3	12 "	230 00
Otthon and Yorkton	M. Litvanyi	17	1	12 "	80 00
Otto and Seamo	W. E. Westdal	8	1	12 "	45 00
Oxbow and Railway Station	T. Decker	350 yds.	12	12 "	188 10
Oxdrift and Railway Station	A. Beatty	1/8	6	12 "	90 00
Parkside and Wingard	W. Hamilton	22	1	4 " (from Mar. 1, '06)	66 66

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Paswegin and Railway Station	W. Gillanders	160 ft.	4 & 6	8 mos. (from Nov. 1, '05)	19 72
Peguis and St. George	G. Cummings	59	1	6 " (to Jan. 31, '03)	245 39
Peguis and Selkirk	W. Robinson	6½	2	6 " to "	92 23
Pendennis and Railway Station	C. Fox	200 yds.	6	12 "	78 00
Pengarth and Strasburg	H. Schwandt	15	1	4 " (to Oct. 31, '05)	72 00
Pense and Railway Station	S. G. Marling	¼	26	12 "	130 47
Pense and Stony Beach	do	17	2	12 "	245 48
Percival and Catching Post	D. McKenzie	55 yds.	6	12 "	78 24
Pettapiece and Railway Station	F. W. Giles	200 ft.	12	12 "	100 00
Pierson and Railway Station	G. A. Bremner	½	12	12 "	109 71
Pigeon Lake and Railway Station	F. Pattenaude	9½	3	12 "	156 00
Pilot Butte and Railway Station	B. Holden	100 yds.	6	12 "	61 74
Pilot Mound and Railway Station	J. B. Baird	½	12	12 "	200 00
Pine River Station and Ry. Station	M. McLean	100 yds.	2	12 "	10 00
Pine Valley and Vassar	P. Palmason	7	2	12 "	93 60
Pinewood and Railway Station	C. J. O'Neill	¼	12	12 "	156 50
Pinto and Railway Station	F. H. Dagg & R. Robertson	50 yds.	14	2 " (from May 1, '06)	16
Pipestone and Railway Station	Stewart Brothers	⅛	12	12 "	156 50
Pipestone and Shilson	do	10	1	12 "	84 00
Plain View and Willowbrook	D. E. Strevell	12	2	12 "	135 00
Plateau and White Hawk	L. Simair	14	1	12 "	115 05
Plumas and Railway Station	W. D. Lamb	⅛	12	12 "	97 87
Plum Coulee and Railway Station	J. A. Mactavish	⅛	12	12 "	150 00
Pomeroy and Roland	F. Sutton	5	1	12 "	55 00
Poplar Point and Railway Station	M. H. Ritchie	¾	12	12 "	185 00
Poplar Point and St. Ambroise	R. Flamand	17½	1	4 " (to Oct. 31, '05.)	26 00
do do	M. R. Gowler	17½	2	8 " from "	166 66
Portage la Prairie and Railway Station (C.N.)	R. Ferguson	½	12	12 "	135 52
Portage la Prairie and Railway Station (C.P.)	do	½	34	12 "	405 21
Portage la Prairie and Street Letter Boxes	E. Ridler	4½	20	12 "	365 00
Port Arthur and Railway Sta. (C.N.)	R. Milne	¼	12	12 "	200 87
do do (C.P.)	C. A. Herron	¼	14 & 28	12 "	626 75
Prairie Grove and Railway Station	R. Dunlop	4½	2	12 "	156 00
Prairie Rose and Watson	I. J. White	26	1	2 " (from May 1, '06.)	49 16
Prince Albert and Railway Station	E. Gibson	½	12	10 " and 13 days (to May 13, '06)	541 71
do do	S. Hellier	½	12	1 " and 18 days (from May 13, '06)	71 20
Prince Albert and Shell Brook	I. Belfry	30	1	3 " (to Sept. 30, '05.)	50 00
do do	G. W. McComas	30	2	15 dys. (to Oct. 15, '05)	20 38
do do	J. Cadieu	30	2	8 months and 16 d. (from Oct. 15, '05.)	354 62
Prince Albert and Star City	W. McDonald	115½	2	2 " and 15 dys. (to Sept. 15, '05)	366 36
Princess and Waskada	W. H. Hotham	6	2	12 "	104 00
Purvis and Railway Station	A. Hyslop	200 ft.	4 & 6	12 "	32 91
Qu'Appelle and South Qu'Appelle	Creamer Bros	18	6	12 "	440 00
Qu'Appelle and Wishart	W. A. Heubach	71¼	1	3 " (to Sept. 30, '05.)	140 00
do do	H. & J. Shannon	76¼	1	9 " from "	390 00
Quarrel and Skafse	A. H. Shervin	26	1	2 " (to Aug. 31, '05.)	28 16
Queen's Valley and Winnipeg	W. H. Hemmings	39¾	2	7 " (from Dec. 1, '05.)	377 58
Quill Lake and Railway Station	A. K. Thom	160 yds.	4 & 6	12 "	142 85
Rainy River and Railway Station	R. Reid	¼	12	12 "	312 00
Rainy River and Rapid River	A. J. Hunter	8	1	12 "	130 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ranchvale and Solsgirth	G. Beirnes	23	2	12 months	312 00
Rapid City and Railway Station	J. B. M. Dunoon	¼	18	12 "	234 00
Rathwell and Railway Station	T. C. Forbes	½	12	12 "	150 72
Reaburn and Railway Station	G. Main	½	12	12 "	156 00
Red Jacket and Railway Station	J. C. Buck	⅛	6	12 "	82 04
Redpath and Tantallon	A. McMillan	13	1	12 "	143 00
Redvers and Railway Station	R. Ferguson	100 yds.	12	12 "	106 08
Redvers and Rose Plain	E. Dymond	16	1	12 "	145 00
Redvers and St. Antoine	M. Bertrand	10	1	12 "	104 00
Regina and Fairy Hill (R.R.)	G. Mollard	62½	1	12 "	405 00
Regina and Railway Station	W. Russell	⅝	46&44	12 "	1,041 10
Regina and Street Letter Boxes	do	4¼ & 2¼	6	8 " & 26 days (from Oct. 6, '05)	172 50
do do	S. Walton	4¼	1	20 trips	15 00
do do	G. E. Simonds	4¼	1	13 "	9 75
Regina and Wascana	W. Howland	12	1	12 months	103 00
Rennie and Catching Post	L. W. Hart	300 yds.	12	12 "	42 12
Reston and Railway Station	W. H. McDougall	⅛	12	12 "	100 32
Richer and Ste. Anne des Chenes	J. Hupé	7	2	12 "	80 00
Ridgeford and Taylorboro	L. Liland	28	1	11 " and 11 days (to June 11, '06)	189 54
do do	A. J. Currie	28	1	19 dys. from "	18 00
Ridgeway and Railway Station	J. Dunfield	2	2	12 months	104 00
Riding Mountain and Railway Sta.	A. H. Scouten	⅛	6	12 "	78 00
Riding Mountain and Roskeen	A. Dunlop	4½	1	12 "	52 00
Richot and St. Boniface	S. J. St. Germain	7	2	12 "	150 00
Roblin and Railway Station	A. W. Forfar	150 yds.	46&12	12 "	90 92
Roblin and Tumbell	H. Fox	8	1	10 " (to Apl. 30, '06.)	66 66
Roblin and Zorra	J. Hunter	10	1	10 " (from Sept. 1, '05)	66 66
Rocanville and Railway Station	A. H. R. Bastien	400 yds.	6	12 "	78 24
Roche Percee and Railway Station	M. T. Knight	200 yds.	14	12 "	100 00
Rokeby Station and Railway Sta	A. H. Walker	140 yds.	12	12 "	156 48
Roland and Railway Station	W. H. Lowe	1/10	12	12 "	112 68
Rosebank and Railway Station	A. H. Baker	1/16	12	12 "	86 00
Rosehill Station and Railway Sta.	S. Rands	80 yds.	6	3 " (to Oct. 31, '05.)	11 70
Roseisle and Railway Station	E. Griffith	150 yds.	2	10 " (to April 30, '06.)	43 33
do do	W. C. Galbraith	150 yds.	12	2 " from "	15 65
Rosenfeld and Railway Station	S. B. Acheson	⅛	24	12 "	135 44
Rosenort and Railway Station	I. Harms	4¾	2	12 "	90 00
Rossendale and Railway Station	J. Cook	340 yds.	6	3 " and 28 dys. (from March 4, '06)	20 52
Rosser and Railway Station	H. J. Beachell	⅛	12	12 "	70 10
Rosthern and Railway Station	W. Rempel	⅛	12	12 "	310 08
Rosthern and Tiefengrund	J. J. Dyck	15½	1	12 "	65 00
do do	P. Regier	15½	1	12 "	70 00
Rosthern and Waldheim	D. Neufeld	16	2	12 "	162 92
Roulean and Railway Station	S. R. Johnston	⅛	14	12 "	91 00
Rounthwaite and Railway Station	J. Martin	⅛	6 & 12	12 "	149 14
Routledge and Railway Station	L. Lambourn	⅛	3	12 "	31 20
Royal and Railway Station	O. Panas	5¼	2	12 "	100 00
Russell and Railway Station	B. Phillips	¼	12	3 " (to Sept. 30, '05.)	78 25
do do	G. Wishart	¼	12	9 " from "	234 75
Russell and Shellmouth	W. H. Allbright	14½	2	12 "	320 00
Russell and Snake Creek	A. Newton	15½	1	12 "	114 80
Ruther Glen and Railway Station	R. A. Miller	100 yds.	6	7 " (to Jan. 31, '06.)	49 35
St. Adolphe, Glenlea and Royal	Woods & Lewis	.....	...	1 Special trip	6 00
St. Adolphe and Railway Station	U. Delorme	2	2	12 months	65 00
Ste. Agathe and Railway Station	P. Beaudoin	1	12	2 " (to Aug. 31, '05.)	21 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ste. Agathe and Railway Station..	A. Dorge.... .	1	12	10 mos. from Aug. 31, '05	166 66
Ste. Anne des Chenes and Ry. Sta..	F. Hebert.....	1	12	12 "	206 58
Ste. Anne des Chenes and St. Raymond.....	W. Smith.....	4½	2	9 " from Oct. 1, '05.	30 00
St. Bonitace and Railway Station..	J. T. Leveque ..	3/4	6	14 days (to July 14, '05.).	2 96
do do ..	E. Gregoire.....	3/4	6	11 months & 17 dys. (from July 14, '05.)..	75 04
St. Boniface and Winnipeg..	do	1	18	12 "	438 00
St. Charles and Winnipeg.....	Alloway & Champion....	8	3	12 "	312 00
St. Claude and Railway Station ...	E. L. Fayollat..	1/16	12	12 "	93 90
St. Jean Baptiste and Railway Stn.	E. Comeault....	1/8	12	12 "	90 00
St. Laurent and Railway Station ..	A. G. Hepworth	1/2	4	4 " and 19 dys. (from Sept. 12, '05)..	68 26
St. Leon and Somerset..	P. Payette	7	2	12 "	98 00
St. Malo and Railway Station.....	J. Gladu.	6½	6	12 "	216 66
St. Norbert and Railway Station...	P. M. Morin ...	1/4	12	10 " (to April 30, '06)	50 00
do do	O. Pirson.....	1/4	12	2 " from " ..	10 00
St. Ouens and Catching Post	H. A. Gibson...	1/8	14	12 "	99 33
St. Vital and Winnipeg.....	J. Nisbet..... ..	5½	2	12 "	60 00
Saltcoats and Railway Station.....	E. Bolton . . .	1/8	12	12 "	270 86
Saltcoats and Stornoway	V. Dures.....	19	1	12 "	127 00
Sandilands and Railway Station ...	P. W. Reimer..	160 yds.	6	12 "	30 00
Sapton and Tyndall.....	A. J. Peterson..	6½	1	12 "	52 00
Saskatoon and Railway Station ..	A. Bowerman ..	1/2	12	12 "	313 25
Savanne and Railway Station..	F. J. Beddome .	1/4	12	9 " (to Mar. 31, '06 .	117 50
Savanne and Railway Station.....	G. McAlpine...	1/4	12	1 " and 24 days (to May 24, '06)..	23 14
do do	W. J. Mitchell..	1/4	12	1 " and 7 days (to June 30, '06)..	15 86
Seamo and Vestfold.....	A. M. Freeman.	7	1	12 "	46 00
Sedley and Railway Station	R. Irwin	300 yds.	6	8 " (to Feb. 28, '06).	72 80
do do	C. Becker	300 yds.	6	3 " (to May 31, '06).	30 00
Selkirk and East Selkirk Railway Station	G. S. Dickinson.	2¾	28	2 " (to Aug. 31, '05).	79 50
do do ..	Millidge Bros...	2¾	28 & 14	10 " from " ..	434 37
Selkirk and Railway Station.....	do ..	1/4	6	12 "	78 24
Selkirk and Winnipeg.....	G. S. Dickinson	25¾	6	12 "	1,207 99
Sewell and Railway Station	J. McLean.....	1/8	12	12 "	60 00
Shanawan and Railway Station ...	W. Ramsden...	100 yds.	12	12 "	15 00
Sheho and Railway Station..... ...	J. T. Enright...	275 yds.	4	12 "	52 00
Shenston and Stratton Station.. ..	J. Potter.....	7¾	2	12 "	101 00
Shiperlay and Starbuck	A. Lesperance..	7	1	12 "	70 00
Shoal Lake and Railway Station...	C. S. Castell....	1/8	12	12 "	172 15
Sidney and Railway Station..... ..	T. Babb.....	1/2	12	12 "	90 76
Sifton and Railway Station.....	J. Kennedy.....	1/14	6	10 " and 14 days (to May 14, '06) ..	32 65
do do	Jones & Wood.	1/14	6	1 " and 17 dys. (from May 14, '06)..	4 83
Silver Mountain and Railway Stn..	W. W. Wilson.	200 yds.	4	12 " and arrears.....	19 96
Silver Plains and Railway Station.	W. Elliott ...	1/3	6	12 "	30 00
Sinclair Station and Railway Stn..	J. Milton.. ...	1/6	12	12 "	156 62
Sinclair Station and Sproule.....	W. D. Wilson..	13	1	12 "	110 00
Sintaluta and Railway Station.....	D. J. Dutton...	1/8	21	12 "	342 00
Skafse and Viking...	L. H. Kenepp ..	74	1	16 days (to July 16, '05).	21 52
Slate River Valley and Ry. Stn....	A. W. Trewin..	4¼	2	12 months	131 00
Sleeman and Railway Station.....	G. Sleeman....	50 yds.	12	1 " (from June 1, '06)	5 21
Snowflake and Railway Station ...	E. Shilson	125 yds.	4 & 6	12 " and arrears.....	54 81
Solsgirth and Railway Station....	J. C. Anderson..	1/8	12	12 "	126 44
Somerset and Railway Station.....	R. W. McMorran	1/4	12 & 24	12 "	101 72
Souris and Railway Station.....	J. F. Moore. .	1/2	24	12 " and arrears.....	359 07

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. $ cts.
South Qu'Appelle and Railway Stn.	W. L. Wait	420 yds.	21 &27	12 months	362 11
Southey and Railway Station	J. Ermel	½	6	9 " (from Oct. 1, '05)	55 32
Sperling and Railway Station	J. Smith	50 yds.	12	12 "	67 06
Sprague and Railway Station	J. W. Caldwell	800 ft.	6	12 "	59 26
Springside and Railway Station	F. H. Willis	500 yds.	4	12 "	62 40
Springside and White Sand	M. E. Harper	8	1	12 "	60 00
Spy Hill and Tantallon	A. R. Miller	15	1	12 "	125 00
Stanley and Railway Station	C. Neve	50 yds.	10	9 " (to March 31,'06)	90 00
do do	G. Steen	50 yds.	10	3 " from "	30 00
Starbuck and Railway Station	G. E. Dechene	⅛	12	12 "	109·55
Star City and Railway Station	W. Starkey	20 rods.	4 &6	9 " and 17 days (from Sept. 14, '05)	85 65
Star City and Tisdale	B. Neil	17	1	2 " 15 days (to Sept. 15, '05)	52 88
Starleigh and Stornoway	C. A. Johnson	9	1	12 "	65 00
Steinbach and Railway Station	K. R. Toews	8¾	6	12 "	369 34
Stephenfield and Railway Station	D. B. Campbell	50 yds.	4	12 "	50 00
Stockholm and Railway Station	H. C. Young	300 yds.	6	9 " (to March 31,'06)	58 68
do do	M. Kenney	300 yds.	6	3 " from "	19 56
Stockton Station and Railway Stn.	N. Fallis	¼	12	12 "	100 32
Stonewall and Railway Station	J. Hall	½	12	12 "	139 03
Stonewall and Wavy Bank	A. Waterer	9½	2	12 "	139 00
Stony Mountain and Railway Stn.	J. Gunn	12	12 &18	12 "	285 71
Stoughton and Railway Station	Fellham & Cornell	450 yds.	6	12 "	162 20
Strassburg Station and Railway Station	Schwardt Bros. & Mansfield	⅛	6	9 " (from Oct. 1, '05)	55 32
Strathclair Station and Ry. Station	A. McLean	¼	12	12 "	190 00
Stratton Station and Ry. Station	J. J. Oster	500 yds.	12	12 "	156 00
Summerberry and Railway Station	W. Linnell	¼	14	12 "	176 75
Sunnyslope and Three Hills	J. T. Davis	12	1	1 " (to July 31, '05)	8 33
Swan Lake and Railway Station	J. S. Rice	½	12	12 "	136 55
Swan River and Railway Station	H. Harley	⅛	8	12 "	246 00
Swan River and Thunder Hill	R. Lyons	18	1	12 "	200 00
Tache Station and Railway Station	C. E. Kelly	⅛	12	12 "	25 00
Tantallon and Railway Station	F. R. Shortreed	¼	6	12 "	78 25
Tenby and Railway Station	T. J. Hare	100 yds.	6 &12	11 " (from Aug. 1,'05)	58 32
Teulon and Pleasant Home	R. Martin	17	1	12 "	130 00
Teulon and Railway Station	G. B. Hughes	1/12	12	6 " (to Dec. 31, '05)	62 80
do do	M. A. Martin	1/3	12	6 " from "	62 60
The Landing and Westbourne	C. Beckman	2¼	6	12 "	234 00
Theodore and Railway Station	A. C. Tracy	300 yds.	4	12 "	52 00
Thornhill and Railway Station	J. Peverelle	⅛	12	12 "	93 90
Tisdale and Railway Station	A. H. Cunningham	300 yds.	4	17 days (to Sept. 30, '05)	4 80
do do	Markle & Peacock	300 yds.	4	9 mos. from "	72 76
Togo and Railway Station	G. Craig	200 yds.	4	10 " (to April 30, '06)	39 51
do do	G. Painter	200 yds.	12	2 " from "	20 86
Treesbank and Railway Station	R. Little	¼	12	12 "	80 00
Treherne and Railway Station	P. Henselwood	⅛	12	12 "	140 64
Turtle Mountain and Whitewater	J. C. Ross	6	3	12 "	156 00
Tyndall and Railway Station	S. D. Morden	100 yds.	12	9 " (to Mar. 31, '06)	37 60
do do	N. Peterson	100 yds.	12	3 " from "	12 52
Tyvan and Railway Station	E. D. Bishop	200 yds.	6	12 "	80 78
Underhill and Railway Station	J. U. Johnson	80 yds.	12	12 "	156 00
Underhill and West Hall	E. Weightman	6	2	12 "	100 66
Union Point and Railway Station	I. Gratton	¾	3	12 "	59 28

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Valley River and Railway Station..	R. Bailey	1½	6	12 months.....	78 00
Valparaiso and Railway Station ...	G. E. Green....	1¼	2	9 " and 17 days (from Sept. 14, '05)..	125 74
Vassar and Railway Station.... ..	E. J. May.....	14 ft.	12	12 "	15 00
Vaunder and Railway Station.....	N. McLean	200 ft.	6	3 " and 30 days (to Mar. 31, '06)..	25 94
do do	do	200 ft.	12	1 " (to Apr. 30, '06).	13 00
Verigin and Railway Station.....	V. A. Potapoff..	150 ft.	6	5 " (from Feb. 1, '06)	20 83
Vermillion Bay and Railway Stn..	J. S. Killam....	1/16	7	12 "	39 99
Virden and Railway Station.....	M. B. Irwin ...	½	12	9 " (to Mar. 31, '05).	282 72
do do	A. Donahue .. .	½	12	3 " from " ..	101 55
Virden and Woodworth	W. Hill	11½	1	12 "	70 00
Vonda and Railway Station.....	N. McLean	200 ft.	12	2 " (from May 1, '06)	26 08
Vossen and Railway Station.	F. J. Vossen ...	100 yds.	4, 6 & 12..	12 "	129 85
Wabigoon and Railway Station. .	J. H. Creasor...	1/11	14	12 "	365 00
Wadena and Railway Station.....	F. E. Vatusdal	⅛	4	12 "	61 19
Wapella and Fairmede (Round Route).....	E. C. Pierce.. .	50	1	8 " and 9 days (to Mar. 9, '06)...	160 55
do do	W. H. Birdsell .	50	1	3 " and 22 days (from Mar. 9, '06)...	73 45
Wapella and Railway Station.....	G. H. Morrison.	⅛	14 & 26	12 "	238 99
Warman and Railway Station C.N.	J. E. Knipfel. ..	120 yds.	6 & 12	5 " and 17 days (from Jan. 15, '06)...	55 46
do do C.P.	do ...	⅓	12	2 " and 13 days (from Apr. 18, '06)..	50 90
Waskada and Railway Station	W. H. Hotham.	1/10	6	12 "	78 25
Watson and Railway Station.....	H. J. Vossen, jr.	100 yds.	12	2 " (from May 1, '06)	52 00
Wauchope and Railway Station....	M. Quennelle. ..	250 ft.	12	12 "	78 00
Wawanesa and Railway Station ...	W. S. Foster. ..	¼	12	12 "	172 06
Wellwood and Railway Station ...	G. R. Black	300 yds.	6	12 "	125 20
Welwyn Station and Railway Stn..	C. H. Dunville..	200 yds.	6	1 " (to July 31, '05).	6 25
do do ..	S. C. Fleury....	200 yds.	6	11 " from " ..	68 75
Westbourne and Railway Station .	A. E. Smalley..	¼	12	12 "	281 70
Westwood and Railway Station....	G. Brown.....	120 yds.	6	11 " (to May 31, '06).	71 50
Weyburn and Railway Station. ...	W. H. Hunt....	⅛	14	12 "	328 50
Wheatland and Railway Station...	G. Brown.....	120 yds.	6	1 " (from June 1,'06)	6 50
Whitemouth and Railway Station..	J. Monilaws....	½	12	12 "	134 43
Whitewater and Railway Station..	W. Rolston.....	¼	12	12 "	103 29
Whitewood and Railway Station...	B. Rogers	⅛	14 & 26	12 "	264 03
Whytewold and Railway Station ..	B. Parr.....	800 ft.	6	3 " and 16 days (to Oct. 16, '05)...	9 18
Wilcox and Catching Post.....	L. D. Sparling..	167 yds.	14	12 "	50 00
Willow Range and Railway Stn....	A. B. Manning.	35 yds.	12	12 "	104 00
Winkler and Railway Station.....	J. Friesen.	⅛	12	12 "	124 56
Winnipeg and Railway Stations ..	T. Peacock	¼ & ½	60 & 142	12 "	5,613 02
Winnipeg and Railway Station Transfers.....	do	⅛	.....	12 "	740 00
Winnipeg and Street Letter Boxes.	M. Peebles	3⅜, 103 & 2000 ft.	21 & 32	12 "	3,141 07
Winnipeg and Sub Post Offices ...	do	.....	21	4 " and 19 days (to Nov. 19, '05)..	240 39
Winnipeg Special Xmas Delivery..	J. Lightfoot...	.....	.....	....	350 00
Winnipeg Sorting Room and C.P. Mail Trains	T. Peacock	.....	.....	8 " (from Nov. 1, '05)	544 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Winnipeg Beach and Railway Stn..	G. Perring	125 yds.	6	3 mos. (to Sept. 30, '05).	7 80
Winnipeg Beach and Railway Stn..	W. Robinson ...	125 yds.	6	9 " from "	70 41
Winnipegosis and Railway Station.	E. Hartmann...	1/16	4	8 " and 15 days (to Mar. 15, '06)..	58 11
do do ..	A. Stewart . ..	1/16	4	3 " and 16 days (from Mar. 15, '06)..	24 25
Wolseley and Railway Station.....	W. Robinson ...	1/8	21&26	12 "	448 24
Wood Bay and Railway Station ...	Mrs. M. Campbell	2½	3	12 "	156 00
Woodlands and Railway Station...	G. Broadfoot ...	2	4	8 " and 19 days (from Sept. 12, '05)..	67 77
Woodridge and Railway Station. ..	J. Pelletier....	100 yds.	6 & 12	12 "	76 67
Woodside and Railway Station ...	J. Sharp, sr.....	1½	1	12 "	30 00
Yellow Grass and Yorkton	P. Wilken	3/8	14	12 "	255 50
Yorkton and Railway Station	J. McKen.... .	1/8	16	12 "	250 20
				Total	136,125 53
				Less amount withdrawn from Guarantee Fund.....	7 89
					136,117 64

APPENDIX B—*Continued.*

CALGARY POSTAL DIVISION.

DETAIL of all Payments for Mail Transportation in Calgary Postal Division, made within the Year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Agricola and Strathcona	J. M. Brown	1	20½	12 months	416 00
Airdie and Railway Station	A. Bowers	¼	12	12 "	156 00
Alix and Lamerton	M. A. Jarvis	9	2	12 "	150 00
Alix and Railway Station	J. W. Sims	100 yds.	6	2 " (from May 1, '06)	23 33
Alix and Red Willow	J. W. Sims	42	1	2 " "	70 00
Alix and Stewartwyn	J. Summerton	34	1	2 " "	52 00
Alix and Trenville	J. C. Trenaman	31	1	2 " "	83 16
Andrew and Pakan	C. Henderson	12	1	12 "	127 40
Arthurvale and Milnerton	L. Stephenson	8	1	10 " 26 dys. (from Aug 6, '05)	81 19
Asker and Ponoka	J. E. Krefting	19	1	12 "	116 00
Athabasca Landing and Edmonton	G. E. MacLeod	105	1	12 "	1,200 00
Athabasca Landing and Fort Chipewyan	Hudsons Bay Co	400	.....	One trip	4 05
Athabasca Landing and points on Athabasca, Slave and McKenzie Rivers	do	555	1	Two trips	140 36
Athabasca Landing and Peace River	J. K. Cornwall	300	mt'ly.	2 mos. (to Aug. 31, '05)	250 00
do do	C. Hutton	300	mt'ly.	10 " from "	1,250 00
Baker and Railway Station	R. Joyce	¾	12	12 "	1 00
Baljennie and Ruddle	J. H. Megaffin	6	1	4 " 21 dys. (from Feb 8, '06)	89 00
Baljennie and Saskatoon	J. E. Megaffin	64	1	One trip	30 00
Banff and Bankhead	D. C. Baynes	5½	7	2 mos. (to Aug. 31, '05)	78 00
do do	Brewster Bros	5½	7	10 " from "	200 00
Banff and Railway Station	A. S. Marsh	1	28, 14, 28	12 "	386 37
Bardo and Logan	W. Rowland, jr.	14½	1	12 "	246 50
Bassano and Catching Post	R. H. Struthers		7	12 "	48 65
Bassano and Fieldholme	G. S. Field	30	2 p.m.	2 " (from May 1, '06)	20 83
Bathgate and Beaver Lake	F. G. Walker	10	1	5 " and 10 dys. (to June 10, '06)	57 85
Bathgate and Fort Saskathewan and Logan	S. Hanson	54, 45	1	20 days (from June 10, '05)	63 06
Battle Creek and Maple Creek	E. Parsonage	46	1	12 months	300 00
Battleford and Baljennie	Kissack Bros	25	1	One trip	18 00
Battleford and Jack Fish Lake	T. D. Duhaime	32½	1	12 months	286 00
Battleford and Junction	Hepburn Bros	9	3	4 trips	15 00
Battleford and Lloydminster	E. Hamilton	100	2	51 trips	1,360 00
do do	W. Jones	100	2	27 trips	820 00
Battleford and North Battleford	Hepburn Bros	4	3	6 mos. and 25 dys. (to April 6, '06)	302 60
do do	J. Dandelin	4	24, 6	1 " and 8 dys. (to May 19, '06)	145 00
do do	Dandelin and Bowers	4	6	1 " and 10 dys. (from May 19, '06)	189 00
Battleford and Roecliff	W. E. Waterhouse	12	1	11 " and 15 dys. (to June 15, '06)	95 87

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Battleford and Saskatoon	T. Dewar	89	4, 1	6 mos. and 22 dys. (to Jan. 22, '06)	2,840 43
do do	G. Mitchell	89	1	12 dys. (to Feb. 3, '06.)	90 00
Battleford and Swallmore	do	41	1	1 mos. (from June 1, '06)	40 00
Battleford and Wardensville	W. A. Murphy	50, 64, 69	1	12 " (to May 31, '06)	666 31
Battle River and Lewisville	F. M. Walker	9	2	3 " (from April 1, '06)	46 25
Bayard and Railway Station	F. P. Davis	100 yds.	3	9 " (to Mar. 31, '06)	37 50
Baynes Lake and Railway Station	E. Dilse	1	3	12 "	78 00
Beaumont and Ellerslie	E. Bonin	6½	2	12 "	139 00
Beaver and Railway Station	R. H. McLeod	¼	6	3 " (to Sept. 30, '05)	24 09
Beaver Hills and Fort Saskatchewan	G. Doze	10	2	12 "	143 00
Beaver Lake to Fort Saskatchewan and Fort Saskatchewan to Logan	S. Hanson	44, 45	1, 1	10 days (to June 10, '06)	26 72
Beaver Lake and Kolomea	P. Svarich	10	f't'l'y.	12 months	50 00
Beaver Lake and Krakow	F. Olstewski	13	1	12 "	104 00
Belvedere and Riviere Qui Barre	R. Telfer	35	1	10 " and 7 dys. (to May 7)	212 91
do do	R. Dunlop	35	1	1 " and 24 dys. (from May 7)	37 09
Bismark and Fairy Bank	W. J. Earl	8	1	4 " and 23 dys. (to Nov. 23, '06)	23 80
Bismark and Ferry Bank	C. R. Kirk	8	1	7 " and 7 dys. (from Nov. 23, '06)	36 20
Bitten Lake and New Sarepta	M. Thompson	15	1	12 "	104 00
Bittern Lake and Rosenroll	E. C. Roper	6	2	9 " (to Mar. 31, '06)	93 75
Bittern Lake Railway Station	do	6	2	3 " from "	31 72
Blackfalds and Railway Station	W. Waghorn	275 yds.	12	12 "	156 50
Blackfoot Hills and Railway Station	G. Truscott	½	12	3 " (from Apl. 1, '06)	78 00
Blairmore and Railway Station	H. E. Lyon	100 ft.	14	12 "	109 99
Blumenan and Dora	W. A Klamroth	18	1	8 " (to Feb. 28, '06)	66 66
Bon Accord and Namao	T. A. Mulligan	12	1	12 "	150 00
Bonnie Glen and Millet	R. Sheppard	26	1	11 " (from Aug. 1, '05)	160 41
Borden and Halcyonia	D. Macpherson	12	1	1 " (from June 1, '06)	8 66
Borden and Lovell	do	4	1	2 " and 24 dys (to May 31, '06)	21 22
Borden and Railway Station	B. Clark	⅛	6	3 " and 27 dys. (from Mar. 5, '06)	48 75
Bowden and Mountain House	J. A. Caldwell	19	1	6 " and 17 dys. (from Dec. 15, '05)	56 80
Bowden and Railway Station	H. E. Shenfield	100 yds.	12	9 " and 10 dys. (to Apl. 10, '06)	97 20
do do	E. A Shenfield	100 yds.	12	2 " and 20 dys. (from Apl. 10, '06)	32 03
Bowell and Catching Post	F. C. Woollson	300 yds.	7	7 " and 16 dys. (from Nov. 15, '05)	57 27
Bow Island and Catching Post	J. W. Hopkins	¼	7	12 "	91 24
Brant and Hicksburg	G. Hicks	8	1	5 " (from Feb. 1, '06)	31 25
Brant and High River	W. B Parker	20	2	12 "	232 00
Breage and Lloydminster	H. Bowtell	42	1	6 " and 11 dys. (to Jan. 11, '06)	262 09
do do	E. J. Paling	42	1	1 " and 20 dys. (to Feb. 28, '06)	126 00
Bresaylor and Railway Station	J. Taylor	6	6	1 " (to Apl. 30, '06)	50 00
do do	P. Taylor	6	6	1 " (to May 31, '06)	94 50
do do	do	6	1	21 days (to June 21, '06)	10 50
do do	A. Taylor	6	1	9 days from "	4 00
Briercrest and Drinkwater	B. T. Jacques	10	1	12 "	75 00
Brook and Point on Lacombe and Lamerton Trail	J. B. Bellhouse			9 " (to Mar. 31, '06)	0 66
Brook's Station and Railway Stn	E. M. Crooker	300 yds.	14	12 "	50 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brosseau and Saddle Lake	A. Grey	15	f't'l'y.	10 mos. (to Apl. 30, '06)	66 00
do do	E. Brosseau	15	f't'l'y.	1 " (to May 31, '06)	6 00
Brosseau and Vegreville	M. G. Duquette.	36	1	1 " (from June 1, '06)	22 00
Bruederheim and Railway Station	A. Lentz	3/4	6	3 " (from Apl. 1, '06)	39 54
Buford and Calmar	I. Helgren	10½	1	12 "	78 00
Bullocksville and Coal Banks	W. B. Gray	8	1	10 " (to Apl. 30, '06)	83 33
Bullocksville and Ewing	L. Haney	23	1	10 " "	133 33
Burnt Lake and Solheima	S. Johnson	5	2	12 "	52 00
Calgary and Jumping Pond	J. R. Dyer	25	1	15 days (to July 15, '05)	8 75
do do	J. Bateman	25, 28	1	11 mos. and 16 dys (from July 15, '05)	244 41
Calgary and Millarville	R. Gillespie	28	1	12 "	200 00
Calgary and Railway Station	M. Gainor	1/4	52, 38, 50, 64	12 "	1,036 03
Calgary and Rocky View	J. Redmond	10	2	6 " (from Jan. 1, '06)	50 00
Calgary and Street Letter Boxes	W. N. Gibson	1/4	20	4 " and 16 dys (to	
do do	M. Gainor	10	once & twice daily.	7 " Nov. 16, '05) and 14 dys (from Nov. 16, '05)	45 33 164 26
do (Arlington Hotel)	H. E. Lambert	942 yds.	14	1 " and 12 dys (to Nov. 16, '05)	8 73
Calmar and Telfordville	J. E. Smith	14	1	12 "	284 99
Camrose and Heather Brae	J. Miller	19	2	3 " (from Apl. 1, '06)	75 00
Camrose and Pretty Hill	O. Olson	9	1	9 " and 15 days (from Sept. 16, '05)	41 12
Camrose and Railway Station	H. Foucare	200 yds.	6	3 " (from Apl. 1, '06)	39 00
Camrose and Vermillion Valley	A. H. Sherwin	57	1	1 " (from June 1, '06)	35 41
Camrose and Viking	L. Kenepp	71, 71½, 72½	1	11 " (to May 31, '06)	441 97
Camrose and Wavy Lake	A. H. Sherwin	40, 44	1	8 " and 7 days (from Oct. 25, '05)	192 52
Canmore and Railway Station	E. Buxton	1 1/3	14	1 " and 11 days (to Aug. 11, '05)	40 40
do do	J. Carroll	1 1/3	14	10 " and 20 days (from Aug. 11, '05)	313 60
Canyon and Lacombe	F. A. Cull	10	1	12 "	104 00
Carbon and Carstairs	R. D. Curdy	108	1	6 " and 1 day (to Jan. 31, '06)	361 30
Carbonado and Railway Station	W. Hazzard	5	7	9 " (to Mar. 31, '06)	262 50
do do	S. Wilkinson	5	7	18 days (to April 18, '06).	18 54
Cardston and Mountain View	L. L. Follett	51½	2	12 months	624 00
Cardston and Railway Station	do	1/4	6	6 " (to Dec. 31, '05)	82 33
do do	F. Austin	1/4	6	3 " (to Mar. 31, '06)	60 00
do do	W. O. Lee	1/4	6	3 " from "	61 03
Cardston and Taylorville	M. A. Lowry	18	2	9 " (to Mar. 31, '06)	194 25
do do	A. Neilsen	18	2	3 " from "	55 00
Caron and Lake Valley	J. A. Clarke	17	1	10 " and 30 days (to May 30, '06)	114 58
Caron and Railway Station	W. Robinson	1/8	14	12 "	138 70
Carstairs and Jackville	J. A. Heal	12	1	10 " (from Sept. 1, '05)	43 33
Carstairs and Railway Station	A. R. Shantz	1/17	12, 24	12 "	141 52
Cayley and Railway Station	G. W. Wickens	500 yds.	12	12 "	50 00
Cheadle and Railway Station	F. Belwer	100 yds.	2	12 "	40 00
Chesterwold and Ponoka	P. A. Cooper	24	2	12 "	225 00
Chigwell and Haynes	R. A. Read	14	1	2 " (from May 1, '06)	15 16
Chigwell and Railway Station	do	100 yds.	6	2 " "	7 95
Chigwell and Valley City	do	7	2	2 " "	13 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Chipman and Railway Station	J. Kirkpatrick	185 yds.	6	2 mos. (from May 1, '06)	7 95
Claresholm and Elinor	D. Wendelboe	15	1	12 "	130 00
Claresholm and Lyndon	W. A. Lyndon	15	1	12 "	250 00
Claresholm and Meadow Creek	J. J. Duck	12	2	12 "	312 00
Claresholm and New Oxley	F. Elliott & Co.	5	2	12 "	169 00
Claresholm and Railway Station	W. Moffat	133 yds.	12	9 " (to Mar. 31, '06)	117 00
do do	G. Simpson	133 yds.	12	3 " from "	39 00
Coal Banks and Trenville	J. C. Trenaman.	13	1	6 " (to Apl. 30, '06)	64 99
Coal Creek and Fernie	H. J. Johnson	5	6	12 "	310 00
Cochrane and Dog Pound	A. Dalgleish & A. R. McKay.	22	1	12 "	223 00
Cochrane and Lochend	A. Dalgleish	15	1	12 "	156 00
Cochrane and Railway Station	C. W. Fisher	¼	14	12 "	250 00
Coleman and Railway Station	H. Cameron	250 yds.	14	12 "	360 00
Coleridge and Catching Post	R. McEwen	⅛	3	12 "	65 00
Conjuring Creek and Leduc	E. Walton	22	2	12 "	345 00
Cooking Lake and Strathcona	D. Morehouse	22	1	11 " (from Aug. 1, '05)	95 33
Coutts and Railway Station	H. Tennant	⅛	6	12 "	37 63
Cowley and Livingston	H. R. Parker	18	2	12 "	312 00
Cowley and Railway Station	J. E. Davison	100 yds.	14	12 "	182 62
Craig and Markerville	J. O. Johnson	8	1	11 " (from Aug. 1, '05)	44 84
Craig and West Bridgeford	A. Bryan	34	1	5 " (from Feb. 1, '06)	62 50
Cranbrook and Golden	R. Kimpton	175	1	12 "	3,000 00
Cranbrook and Railway Station (C.N.P.)	G. C. Beattie	¼	14	12 "	350 00
Cranbrook and Railway Station (N.S.)	R. E. Beattie	¼	6, 12	12 "	81 50
Crane Lake and Railway Station	S. W. Dean	10 yds.	14	6 " (to Dec. 31, '05)	12 50
do do	M. J. Merrihew.	10 yds.	14	6 " from "	12 50
Creston and Railway Station	F. G. Little	200 ft.	12	1 " (to July 31, '05)	13 04
do do	W. H. Crawford.	200 ft.	12	11 " from "	143 50
Crossfield and Railway Station	J. A. Sutherland.	150 yds.	12	12 "	115 20
Crowfoot and Catching Post	W. H. Palmer	200 ft.	7	9 " (to Mar. 31, '06)	52 50
Crows Nest and Catching Post	A. Good	235 yds.	7	12 "	50 00
Cut Bank and Leavings	F. Garrow	5	1	12 "	65 00
Delisle and Gladys	C. Plester	18	2	2 " (from May 1, '06)	67 15
Delnorte and Railway Station	J. J. Norris	½	6	1 " and 11 days (from May 21, '06)	2 25
Delisle and Viking	L. H. Kenepp	22	1	1 " (from June 1, '06)	12 91
Denholm and Railway Station	C. Fausett	186 ft.	6	3 " (from Apl. 1, '06)	19 50
De Winton and Gladys	H. McNeill	17	2	12 "	312 00
De Winton and Railway Station	do	1/16	2	12 "	160 40
Didsbury and Carbon	C. A. Robertson	114	1	5 " (from Feb. 1, '06)	215 27
Didsbury and Kansas	S. Hohnquist	11	2	12 "	156 00
Didsbury and Neapolis	H. Metcalfe	15	1	5 " (to Mar. 31, '06)	48 99
Didsbury and Railway Station	D. S. Shantz	¼	12, 24	12 "	180 50
Dinton and Gladys	I. Laycroft	9	1	7 " (to Jan. 31, '06)	49 58
Dinwoodie and Gilpin	R. Dinwoodie	18	1	11 " (to May 31, '06)	183 33
Dinwoodie and Mannville	J. F. Kerr	33	1	10 " and 20 days (to May 30, '06)	226 28
Dinwoodie and Vegreville	R. Dinwoodie	14	1	11 " (to May 31, '06)	124 25
Dinwoodie and Poulin	do	14	1	1 " from "	28 16
Dinwoodie and Railway Station	G. Walz	3 m., 150 yds.	6	1 " (from June 1, '06)	10 25
Dora and Stettler	W. A. Klamroth.	21	1	1 " (to Mar. 31, '06)	13 34
Dorenlee and Edberg	G. Brandt	19	2	12 "	180 00
Duhamel and Wetaskiwin	J. D. Cowan	38	2	9 " (to Mar. 31, '06)	855 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eagle Butte and Medicine Hat	H. C. Cooper	43	1	12 months	350 00
Eagle Creek and Saskatoon	J. McKee	37	1	4 " and 21 days (from Feb. 8, '06)	210 00
Eagle Creek and Wheatfields	A. A. Ashley	20	1	12 "	352 50
Earling and Scona	O. Felstrom	10	1	10 " (from Sept. 1, '05)	65 00
Earlville and Ponoka	E. A. Heath	15	2	12 "	150 00
East End and Maple Creek	Mutrie & Newbury	59	1	6 " (to Dec. 31, '05)	250 00
do do	W. Mutrie	59	1	6 " from "	250 00
East End and South Fork	J. W. E. Axton	12	1	12 "	200 00
East View and Pasqua	J. Johnson	9½	1	12 "	80 00
Eckville and Evarts	A. R. Koski	11½	1	7 " (from Dec. 1, '05)	53 96
Edberg and Lewisville	A. W. Erickson	17	2	12 "	273 00
Edensville and Meeting Creek	H. Ellefson	6	1	6 " (to Dec. 31, '05)	25 00
do do	H. M. Korstad	6	1	6 " from "	40 00
Edison and Pembina	F. Beauchamp	12	1	1 " (from June 1, '06)	8 16
Edison and Waugli's Settlement	J. A. Knox	22, 31	1	12 "	204 53
Edmonton and Fort Saskatchewan	C. F. Stewart	19	6	12 "	525 00
Edmonton and Lac la Biche	Hudson's Bay Co	176	2	2 trips	90 00
Edmonton and New Lunnon	J. Oliver	23½	2	12 months	367 50
Edmonton and Railway Stations	E. Acton	¾, 1½	12, 24	12 "	1,112 15
Edmonton and St. Albert	L. Levasseur	10	3	12 "	312 00
Edmonton and Stony Plain	F. Fisher	25	2	12 "	275 00
Edward and Pakan	E. Anderson	16	fthly.	12 "	111 00
Elkmouth and Railway	H. H. Ross	100 yds.	6	12 "	52 00
Elk and Railway Station	E. B. Holbrook	750 yds.	6	12 "	149 99
Elk Prairie and Michel	J. Connor	13	1	6 " (to Dec. 31, '05)	78 00
do do	F. Harmer	13	1	6 " from "	78 00
Elkwater and Irvine	W. J. Harris	23	1	12 "	245 68
Elkwater and Strathmartin	C. Mudie	8	1	6 " (from Jan. 1, '06)	52 00
Ellerslie and Railway Station	Mrs D. V. Walker	1/10	4	12 "	52 25
Emmaville and Onion Lake	L. G. Lovell	42	f.n.	12 "	182 00
Evarts and Red Deer	O. M. Forham	22½	2	2 " (to Aug. 31, '05)	78 00
do do	J. H. Robinson	22½	2	10 " from "	333 33
Ewelme and Stand Off	J. J. Radford	10	1	12 "	100 00
Ewing and Stewartwyn	L. M. Haney	10	1	10 " (to April 30, '06)	67 41
Eyebrow Hill and Mortlach	J. Bell	16	1	9 " and 12 d. (to April 12, '06)	133 10
do do	E. B. Sheldin	16	1	2 " and 18 days (from Apl. 12, '06)	28 00
Falun and Wetaskiwin	O. Frykberg	20	1	9 " (to March 31, '06)	67 50
do do	G. G. Forssell	20	1	3 " from "	37 50
Fernie and Railway Station (C.P.)	H. J. Johnson	½	14	12 "	233 24
do do (G.N.)	do	½	6	12 "	225 00
Field and Railway Station	C. Wyckoff	200 yds.	14, 28	12 "	147 98
Fielding and Railway Station	P. E. Keefer	¼	6	3 " 27 d. (from Mar. 5, '06)	40 62
Foreman and Red Willow	E. R. Foreman	12	1	5 " (to Nov. 30, '05)	31 26
Forres and Catching Post	P. Watson	⅛	7	6 " (to Dec. 31, '05)	25 00
do do	W. Watson	⅛	7	6 " from "	25 00
Fort Saskatchewan & L'Amoureux	A W M. Campbell	5	1	1 " (from June 1, '06)	3 25
do and Logan	S. Hanson	45 & 60	1 & 1	8 " 16 d. (to Mch. 31, '06)	817 78
do and Vegreville					
do Logan and Poulin	S. Hanson	45 & 60	1 & 1	2 " (to May 31, '06)	191 29
do and Partridge Hill	P. Rye	8	1	12 "	52 00
do and Railway St'n.	A W M. Campbell	½	12	3 " (from April 1, '06)	117 00
do and Saddle Lake	C. F. Stewart	7	1	12 "	900 00
Fort Steele and Fort Steele Junct'n	A. Doyle		14	12 "	600 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fort Vermilion and Peace River Crossing	C. Colbrook	300	4w.6s.	9 mos. (from Oct. 1, '05)	1,200 00
Frank and Lille	W. Can. Col. Ltd.	5	6	5 " (from Feb. 1, '06).	83 33
Frank and Railway Station	A. V. Lang	¼	12,14	12 "	153 22
Friesen and Herbert	J. Harms.	14	1	11 " and 14 d. (to June 14, '06)	71 70
Gataway B.C. & Gateway, Montana	J. D. Gordon	⅓	3	12 "	78 50
Gataway B.C. and Railway Station	do	100 yds.	6	12 "	39 00
Gladys and Mossleigh	D. Donovan	16½	1	5 " (from Feb. 1, '06).	80 16
Gleichen and Railway Station	D. B. McNeill	¾	28	6 " (to Dec. 31, '05).	125 00
do do	do	¾	14	6 " from "	62 50
Gleichen and Rosebud Creek	D. C. Wishart	35	f. n.	12 "	199 00
Golden and Railway Station	C. A. Warren	400 yds.	21, 14	10 " and 28 d. (from Aug. 4, '05)	268 58
Graburn and Walsh	C. Briggs.	21	1	12 "	150 00
Grassy Lake and Railway Station	A. Galger	50 ft.	6	12 "	45 00
Gull Lake and Railway Station	S. A. Pennock	⅛	14	12 "	50 00
Gully and Stringer	W. Stringer	4	1	12 "	50 00
Gwynne and Railway Station	E. Yoemard	3	2	1 " (from June 1, '06.)	12 74
Harmattan and Mound	L. W. Fifield	16	1	12 "	95 00
Harmattan and Olds	"	11½	2	12 "	191 95
Harmattan and Westward Ho	"	8	1	12 "	50 00
Hastings Coulee and Spring Lake	B. K. Grove	16	1	12 "	140 00
Heather Brae and Wetaskiwin	J. D. Cowan	52	2	9 " (to Mar. 31, '06).	258 75
Heather Brae and Youngtown	E. S. Rees	60	1	12 "	434 00
Herbert and Catching Post	H. M. Klassen	375 yds.	14	12 "	100 00
Herbert and Lobethal	J. Harms.	17½	1	16 days (from June 15, '06)	4 40
Herbert and Log Valley	C. Church	30	1	12 mos.	239 16
High River and Pekisko	G. Lane	25	1	12 "	175 00
High River and Railway Station	J. Limoges.	1/16	12	12 "	120 42
High River and Tongue Creek	W. M. McIntosh.	18½, 13½	1	12 "	130 94
Hillsdown and Red Deer	W. O'Connor	14	1	11 " (to May 31, '06).	68 75
do do	A. T. Rowell	14	1	1 " from "	7 83
Holmstown and Youngstown	C. H. Leidholm.	21	1	2 " (from May 1, '06).	23 83
Horse Hills and Railway Station	H. G. Forster	¾	6	1 " (from June 1, '06).	13 00
Hurry and Vegreville	A. G. Harlan	30½	1	1 " (from June 1, '06).	15 83
Independence and Riviere qui Barre	J. Shoveller	14	1	12 "	83 99
Inga and Stony Plain	F. Sich	6½	2	12 "	60 00
Ingleton and Stettler	J. Young	41	1	3 " (from April 1, '06)	84 50
Innisfail and Markerville	B. Stephenson	16	2	12 "	199 40
Innisfail and Milnerton	A. B. Lee	42	2	7 " and 21d. (to Mar. 31, '06)	255 43
do do	H. A. Malcolm.	42	2	3 " from "	100 00
Innisfail and Railway Station	N. W. Stiles	⅛	12, 24	12 "	325 88
Iowalta and Morningside	T. C. King	8	1	12 "	65 00
Irvine and Catching Post	W. J. Harris	334yds.	12	12 "	140 84
Irvine and Marwayne	F. Marfleet	10	1	6 " (from Jan. 1, '06).	50 00
Island Lake and Railway Station	E. Elliott	150yds.	3	1 " (from June 1, '06).	6 50
Island Lake and Vermillion	H. Bowtell	10	1	1 " and 17 d. (to May 31, '06)	84 00
Jaffray and Railway Station	G. A. Leitch	350yds.	14	12 "	70 00
Kananaskis and Catching Post	J. Walker	100yds.	7	12 "	45 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Keelerville and Mortlach	W. F. Fowle	49	1	1 mos. and 1d. (from May 31, '06)	40 80
Kimberley and Railway Station	W. Clayton.	335yds.	6	12 "	81 50
Kingsville and Catching Post	M. B. King	100yds.	14	16 days (from June 15, '06)	04
Kitchener and Railway Station	J. Marshall	200yds.	12	12 months	60 00
Lac la Biche and Fort McPherson	H. B. Company.	1855	r. t.	1 special trip	800 00
Lac la Biche and Saddle Lake	T. Huppé	80 & 90	f. n.	12 months	368 50
Lacombe and Lamerton	Tice and Fortune	33	2	10 " (to April 30, '06)	623 00
Lacombe and Railway Station	M. J. Burris	1/16	12, 30	12 "	260 09
Lacombe and Red Willow	J. Young.	77	1	7 " and 18d. (to Feb. 18, '06)	562 32
do do	Stonehouse and Mount	77	1	1 " and 10 days (to Mar. 31, '06)	120 00
do do	A. Murphy	77	1	1 " (to April 30, '06)	94 00
Lacombe and Rembey	A. R. Coverdale	36	2	12 "	500 00
Lac Ste. Anne and Onoway	P. Larocque	12	1	12 "	100 00
Lac Ste. Anne and Stony Plain	H. H. Akins	36, 41	1	12 "	450 89
Laggan and Railway Station	Mrs. E. Evans	300yds.	28, 14	12 "	108 20
Lake Park and Osler	J. F. Reimer	14	1	1 " and 11 d. (to Aug. 11, '05)	17 80
do do	C. C. Janzen	14	1	1 " 20 " from "	21 19
Lamerton and Whitebrush	W. R. Williams	20	1	12 months and arrears	305 52
Lamont and Paynton	J. Rea	35	1	1 " (from June 1, '06).	33 33
Lamoureux and Sturgeonville	H. E. Rudd	9	1	12 "	100 00
Langdon and Railway Station	R. Cowan	1/5	4, 12	12 "	253 74
Langevin and Railway Station	A. McNab	2yds.	3	3 " (to Sept. 30, '05)	7 50
do do	L. Enright	2yds.	3	9 " from "	22 50
Langhan and Park	F. J. Penner	12	2	4 " and 14d. (to Jan. 14, '06	116 11
Langhan and Railway Station	A. C. Adamson.	200yds.	6, 12	5 " and 17 days (from Jan. 14, '06)	39 93
Lashburn and Railway Station	A. B. Klombin.	150yds.	6	1 " and 17 d. (from May 15, '06)	20 50
Lauraville and Catching Post	T. Legge	500yds.	6	10 " and 19 d. (to May 31, '06)	27 67
Leavings and Railway Station	J. F. McDougall	100yds.	6	12 "	62 56
Leavings and Rocky Coulee	A. Russell	14	1	16 days (from June 15, '06)	5 05
Leavings and Round Up	R. Baird	13	2	12 months	208 00
Leduc and Railway Station	R. T. Telford	1/8	12	12 "	156 50
Legal and Morinville	J. Houle	12	1	12 "	100 00
Lethbridge and Railway Stations	R. V. M. Stewart	1/2	20, 6	12 "	494 00
Lewisville and Wetaskiwin	J. H. Meade	17	2	3 " (from Apl. 1, '06)	75 00
Lineham and Okotoks	H. Bescoby.	23	1	12 "	163 00
Lloydminster and Onion Lake	L. G. Lovell	35	1	12 "	295 00
Lloydminster and Railway Station	N. C. Lyster	150 yds.	12	2 "	1 00
do do	W. J. Brigham	150 yds.	12	2 "	102 00
do do	W. R. Thompson.	150 yds.	12	1 " (from June 1, '06)	19 16
Lloydminster and Sayers	G. W. Miller	42	2	4 trips	81 00
do do	E. Hamilton	42	2	9 "	135 00
Lloydminster and Vermilion	E. J. Paling	46	1	5 "	90 00
Loganton and Saskatoon	W. J. Russell	35	1	12 months	420 00
Lundbreek and Railway Station	H. H. Rogers	1/4	14	3 " (from Apl. 1, '06)	45 50
Macleod and Railway Station	W. J. Davis	2	26	12 "	481 16
Macleod and Spring Point	J. M. Bratton	27½	1	12 " (Less fines)	265 00
Macleod and Stand Off	G. Pearson	18	1	12 "	200 00
Magrath and Railway Station	A. Mercier	3/4	6	12 "	156 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mannville and Railway Station....	E. Williams ...	2½	6	4 mos. (from Mar. 1, '06)	58 50
Mannville and Saltaux..... ...	J. Young.	15	1	4 " from " .	33 33
Maple Creek and Railway Station .	J. Dixon.....	¼	28, 14, 26	9 " (to March 31, '06)	193 37
do do .	W. A. Douglas .	¼	26, 28,	3 " from "	71 00
Markerville and Raven.....	S. G. Blakklob..	15 16 16½	1	12 "	102 89
Marlborough and Moose Jaw....	J. G. Beesley...	14	1	12 "	104 00
Martins and Vegreville.....	P. P. Kjosness..	10	1	11 " (to May 31, '06)..	64 16
Mary'sville and Railway Station...	E. J. Clayton...	½	3, 12,	12 "	109 06
Maymount and New Ottawa.	H. Johnston.. .	19	1	3 " and 24 dys. (from Mar. 8, '06)....	76 00
Maymount and Railway Station...	R. McLaren ...	200 yds.	6	3 " and 27 dys. (from Mar. 5, '06)...	19 50
Mayook and Catching Post.....	R. Benedick ..	2	7	12 "	25 00
Mayton and Olds	G. S. Herdman.	17½	2	9 " (from Oct. 1, '05)	112 50
Medicine Hat and Railway Stn....	F. F. Fatt	⅜	42, 28, 40	12 "	563 20
Medicine Hat and Steerford.... ..	F. Kennedy	80	m'nt'y	12 "	200 00
Michel and Railway Station..	A. Gammage...	300 yds.	14	12 "	87 48
Midnapore and Railway Station....	S. W. Shaw	1	6	6 dys. (to July 6, '05)..	3 39
do do ...	do .. .	1	12	8 months and 25 dys. (to Mar. 31, '06).	152 60
do do ...	do	100 yds.	12	3 " (from ")..	15 65
Millet and Railway Station.....	W. F. Blades...	282 ft.	12	12 "	112 95
Millward and Morley.....	J. McDongall...	3	2	12 "	101 00
Moose Jaw and Point Elma.....	C. E. Rigden....	15	1	12 "	95 00
Moose Jaw and Railway Station...	J. H. Grayson..	⅛	35 & 33	12 "	447 75
Moose Jaw and Westview	E. J. Cudmore..	18½	1	12 "	137 49
Moose Jaw and Wood Mountain...	D. Hanson.....	134	f't h'ly	4 " (to Oct. 31, '05)..	183 33
do do ...	McG. Rapelje...	134	f't h'ly	8 " from " ...	383 33
Morinville and St. Albert..	J. Langevin	43½ & 12	2	12 "	369 00
Morley and Railway Station.	F. Kidd	100 yds.	14	12 "	180 00
Morningside and Railway Station..	E. H. Mathais..	72 yds.	12	6 " (to Dec. 31, '05)..	78 24
do do ..	do ..	220 yds.	12	6 " from " ..	109 20
Morrissey and Railway Station....	J. A. Gillis.....	½	14	3 " (to Sept. 30, '05).	43 75
do do	J. Illingsworth..	½	14	9 " from " ..	131 25
Mortlach and Mail Catching Post..	E. B. Telford...	200 yds.	6 & 12	12 "	98 75
Mountain Mill and Pincher Creek .	A. Scobie.....	10	1	12 "	104 00
Moyie and Railway Station.... ...	W. J. Atchison.	430 yds	14	12 "	303 24
Murray Valley and Olds	F. M. Strong...	9½	1	6 " and 17 dys (from Dec. 15, '05)...	42 60
Nanton and Railway Station... ..	R. McLaren . ..	72 yds.	12	12 "	120 00
Nanton and Willows	D. S. McIntosh.	22	1	12 "	300 00
New Hillsdale and Wheatfield.....	A. Smith... ..	7	1	2 " (from May 1, '06)	10 83
New Ottawa and Park....	R. J. Scott. ..	67	1	8 " and 3 dys. (to Mar. 3, '06 and extra trips)....	559 09
New Norway and Bittern Lake Stn.	W. Ruttle.....	14	2	3 " (from April 1, '06)	78 00
North Battleford and Railway Stn.	O. W. Wakelin..	300 yds.	6	1 " and 4 dys. (from Nov. 27, '05)..	14 88
do do	Leask & Sons. .	300 yds.	6 & 12	6 " (from Jan. 1, '06)	176 05
North Battleford and Roecliff.....	WE. Waterhouse	9	1	15 days (from June 16, '06)	4 13
Notre Dame de Savoie and Red Willow.....	M. Ferroux.....	17	1	7 months (from Dec 1, '05)	114 33
Oil City and Pincher Creek	W. R. Dobbin..	45	1	12 "	451 53

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Okotoks and Railway Station	J. Paterson	1/16	12	12 months	249 60
Olds and Railway Station	J.W.Silverthorn	1/8	12, 24	12 "	180 50
Olds and Red Lodge	J. Phillip	16	1	5 " and 14 dys (to Dec. 14, '05)	59 00
Palliser and Railway Station	G. P. Wills	1/4	14	6 " (to Dec. 31, '05)	40 00
do do	M. McAlpine	1/4	14	6 " from "	40 00
Parkbeg and Railway Station	J. McFadyen	1/16	7	12 "	25 00
Pasqua and Railway Station	J. Slemmon	150 yds.	7 & 12	12 "	105 12
Paynton and Railway Station	A. M. Black	300 yds.	12	3 " (from April 1, '06)	91 00
Peace River Crossing and Spirit River	W. English	75	m't'ly	9 " (from Oct. 1, '05)	369 00
Penhold and Pine Lake	D. Logan	10	2	12 "	280 00
Penhold and Railway Station	G. Fleming	1/8	12	12 "	313 00
Pincher Creek and Railway Station	W. R. Dobbin	2 1/4	14	12 "	509 60
Pincher Creek and Summerview	F. Haire	10	1	12 "	95 00
Pincher Creek and Yarrow	T. F. Upton	24	1	12 "	200 00
Ponoka and Railway Station	F. E. Algar	1/25	12	12 "	216 60
Ponoka and Usona	A. Osterlund	16	1	12 "	100 00
Radisson and Railway Station	M. Kimpton	500 ft.	6	5 " and 4 dys (to Apl. 30, '06)	49 10
do do	J. B Stevenson	500 ft.	12	2 " (from Apr. 30, '06)	26 50
Raymond and Railway Station	C. McCarty	3/4	6	12 "	120 00
Raymond and Stirling	W. Hobb	7	3	12 "	312 00
Red Deer and Railway Station	H. H. Gaetz	1/8	12, 24	12 "	270 97
Red Willow and Wessington	B. W. Overill	9	1	7 " (from Dec. 1, '05)	60 66
Reid Hill and Stavely	R. W. Bartlett	40	1	16 dys (from June 15, '06)	19 78
Rimbey and Springdale	E. B. Sixty	14	1	5 mos. and 17 dys. (from Jan. 15, '06)	46 11
Rivière qui Barre and St. Albert	D. L. Poirier	21	1	12 "	200 00
Rogers' Pass and Railway Station	C. D. Morris	400 yds.	14	12 "	55 00
Rosenthal and Stony Plain	H. Schlitt	5 1/2	1	4 " (from Mch. 1 '05)	16 66
Ruddell and Railway Station	R. E. Lowrey	65 yds.	6	5 " and 17 days (from Jan. 15, '06)	21 64
Reedy and Zeelandia	L. Fisher	31	1	3 " (from Apr. 1, '06)	93 75
Rush Lake and Railway Station	F. C. Dorway	50 yds.	14	3 " (to Sept. 30, '06)	7 50
do do	R. C. Thomas	50 yds.	14	6 " (to Mar. 31, '06)	15 00
do do	C. R. Todd	50 yds.	14	3 " (from Mar. 31, '05)	7 50
Ryan and Catching Post	A. Moffat	150 yds.	14	12 "	1 00
Saddle Lake and St. Paul de Métis	J. A. Therien	20	1	12 "	156 00
Saron and Catching Post	H. Falkenburg	300 yds.	6	12 "	37 48
Saskatchewan Landing and Swift Current	L. L'Laroque	30	1	3 " (to Sept. 30, '05)	41 66
Saskatchewan Landing and Swift Current	J. L'Fagnant	30	1	9 " (from Sep,. 30, '05)	200 00
Sayers and Railway Station	W. Small	40 yds.	6	1 " and 17 days (from May 15, '06)	15 15
Seven Persons and Catching Post	G. H. Lusk	110 yds.	7	12 "	50 00
Shandro and Whitford	A. Shandro	8	1	12 "	100 00
Shepard and Catching Post	P. Rochon	150 yds.	7	12 "	146 38
Sirdar and Railway Station	A. Skojeski	125 yds.	14	9 " and 12 days (to Apr. 12, '06)	109 23
do do	T. J. Crawford	125 yds.	14	2 " and 18 days (from Apr. 12, '06)	30 77
Skafske and Wavy Lake	A. H. Shervin	40	1	1 " and 24 days (to Oct. 24, '05)	39 95

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Calgary Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Skaro and Star.	W. J. Campbell.	7	1	12 months	75 00
Soda Lake and Whitford	J. Ropceau	12	1	1 " (from June 1, '06)	10 83
Sparwood and Catching Post	W. Strong	50 yds.	7	12 "	1 00
Spring Coulée and Railway Station.	A. Peterson	1	6	12 "	156 00
Stavely and Railway Station	W. R. Brand	267 yds.	12	12 "	125 00
Stirling and Railway Station	J. S. Brandley	1½	12	12 "	300 00
Stringer and Railway Station	G. Pope	150 yds.	1	1 " and 17 days (from May 15, '06)	3 35
Swift Current and Railway Station.	Mrs. M. Vaudreuil	⅛	28, 14 & 26	12 "	203 21
Taber and Mail Catch Post	G. H. Lee	100 yds.	6	7 " and 15 days (to Feb. 15, '06)	115 94
do do	H. Johnson	100 yds.	12	4 " and 13 days (from Feb. 15, '06)	70 72
Tees and Point O. Lacombe and Lamerton Trail	J. B. Bellhouse			1 trip	0 17
Tees and Railway Station	J. B. Craik	100 yds.	6	2 months (from May 1, '06)	8 33
Tompkins and Mail Catching Post.	H. E. Whelham.	30 yds.	14	3 " (to Sept 30, '05).	10 00
do do	W. W. Overend.	30 yds.	14	9 " from "	30 00
Vegreville and Railway Station	W. Clements	150 yds.	6	3 " (from Apr. 1, '06)	48 00
Vermillion and Railway Station	M. G. Bromacombe	⅛	12	3 " (from Apr. 1, '06)	62 60
Walsh and Railway Station	M. E. Nesbitt	¼	14	12 "	93 00
Wardner and Railway Station	I. H. Willson	¼	14	12 "	182 00
Warwick and Whitford	A. Whitford	38	1	11 " (to May 31, '06).	357 50
Wattsburg and Mail Catching Post.	A. E. Watts	400 yds.	14	12 "	25 00
Wetaskiwin and Railway Station	P. A. Mignceton.	1/16	12	12 "	173 70
Wilmer and Wharf	Upper Columbia Transport Co.	1¼	2	43 trips	10 75
Wychffe and Railway Station	F. P. Davis.	100 yds.	6	5 months (from Feb., '06)	14 21
Yahk and Mail Catch Post	S. A. Speers	300 yds.	14	7 " and 17 days (to Apr. 17, '06)	22 05
do do	S. J. McCartney	50 yds.	14	2 " and 13 days (from Apr. 17, '06)	7 12
				Total	71,765 10

APPENDIX B—*Continued.*

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the Year ended June 30, 1906.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbottsford and Otter	B. Norman	13¼	3	12 months	261 00
Abbotsford and Peardonville	R. Peardon	7	2	12 "	120 00
Abbotsford and Railway Station	P. McCulloch	50 yds.	12	12 "	40 00
Abbottsford and Straiton	M. E. Straiton	7	1	12 "	100 00
Abbottsford and Upper Sumas	A. Boley	5	3	12 "	150 00
Adelaide and Mount Pleasant	S. Miller	1½	6	12 "	75 00
Agassiz and Railway Station	H. White	100 yds.	14	12 "	60 00
Ainsworth and Wharf	J. Henry	¼	12	12 "	146 25
Albert Canyon and Railway Station	B. Green	¼	7	12 "	30 00
Alexandria and Kersley	W. J. West	20	1	Part of seasons 1905 & '06.	150 00
Alexis Creek and Chezacut	F. C. Copeland	50	m thly	1 month (from June 1, '06)	10 42
Alice Siding and Railway Station	J. Hampson	50 yds.	14	2 " (to Aug. 31, '05)	0 17
Anaconda and Greenwood	L. A. Smith	1	12	5 days (to July 5, '05)	2 04
Anaconda and Mail Catching Post	do	165 yds.	12	12 months	98 64
Annis and Mail Catching Post	N. W. Wilson	50 yds.	7	11 " (to May 31, '06).	0 92
Armstrong Hull Car and Falkland	W. Burrell	2¼ & ⅝	1 & 1	9 " (to Mar. 31, '06).	210 00
do do	R. L. Lucas	2⅝ & ⅛	1 & 1	3 " from "	73 75
Armstrong and Railway Station	J. M. Wright	50 yds.	as req	12 "	60 00
Arrowhead and Beaton Steamer Landing	The Empire Lumber Co	⅓	12	12 "	208 00
Arrowhead and Comaplix (*via* Beaton)	do	16	6	12 "	1,252 00
Arrowhead and Railway Station and Steamer Wharf	L. H. Fraser	¼ & ⅓	14	12 "	120 00
Ashcroft and Railway Station	W. H. Kipp	200 yds	21	12 "	223 19
Ashcroft, Clinton and Barkerville	British Columbia Express Co	255	varyig freqcy	12 "	24,750 00
Balfour and Wharf	J. W. Gallup	100 yds.	as req	12 "	36 00
Barnet and Railway Station	H. De Pencier	75 yds.	24	12 "	50 00
Beaton and Camborne	A. Crawford	7	6	3 " (to Sept. 30, '05).	158 00
do do	E. J. Branford & Co	7	6	9 " from "	206 25
Beaton and Fergnson	J. C. Kirkpatrick	17	6	3 " (to Sept. 30, '05).	395 00
do do	F. T. Abey	17	6	9 " from "	671 25
Black Pines and Kamloops	W. C. Graham	24	1	12 "	235 00
Blucher Hall and Kamloops	G. A. Graham	53	f rtnly in S. m thly in W.	12 "	275 00
Boundary Falls and Mail Catching Post	W. W. Craig	200 yds.	6	12 "	150 00
Burnaby and Railway Station	M. S. Woodward	2	6	12 "	100 00
Burton and Steamer Landing	J. McCulloch	¼	3	12 "	93 04

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division. &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Camp McKinney and Sidley	R. G. Sidley	10	2	12 months	178 00
Carmi and Rock Creek	D. O. McKay	41	1	12 "	390 00
Carson and Marcus and Republic	E. A. McAuley	¾	14	12 "	182 50
Cascade and Railway Station	J. A. Bertois	¼	12	12 "	239 00
Castlegar and Railway Station	W. J. Farmer	¾	12	12 "	80 00
Cedar Cove and Mail Catching Post	W. Seidelman	150 yds.	12	12 "	40 00
Central Park and Railway Station	C. G. L. Reid	500 yds.	12	12 "	118 00
Chilliwack and Munro	A. Martin	11	3	12 "	200 00
Chilliwack and Railway Station	Harrison & Menten	6	7	12 "	829 46
Chilliwack and Sumas	J. A. McLeod	6	6	12 "	227 24
China Creek and Railway Station	R. Stewart	50 yds.	7	3 " (from Ap. 1, '05)	25 00
Clayton and Railway Station	H. H. Cooper	¾	4	12 "	119 60
Cloverdale and Clover Valley	J. Armstrong	2½	2	12 "	80 00
Cloverdale and Elgin	J. A. Wilson	7	2	12 "	116 40
Cloverdale and Railway Station	W. G. Williams	500 yds.	6	12 "	75 12
Coquitlam and Railway Station	J. Rowland	50 yds.	14 & 6	12 "	55 00
Coutlee and Mamette Lake	L. Quenville	23	1	12 "	338 00
Coutlee and Voght Valley	C. M. Newkirk	32	1	12 "	260 00
Crawford Bay and Steamer Landing	J. E. Houghton	4	2	8 " and 4 days (to Mar. 4, 1906)	76 05
Crawford Bay and Grays Creek	do	5	2	3 " and 27 days (from Mar. 4, 1906)	19 50
Creighton Valley and Lumby	A. J. Barbe	10	1	12 "	50 00
Curnon and Spence's Bridge	H. L. Roberts	2	6	5 " (to Mar. 31, '06)	42
Deadwood and Greenwood	J. H. McNeil	3	3	12 "	150 00
Deer Park and Wharf	W. Burgh	⅛	3	12 "	28 17
Delta and Ladner	G. Dennis	6½	2	12 "	125 00
Deroche and Mail Catching Post	C. J. Cooper	50 yds.	6	12 "	48 00
Deroche and Nicomin	do	4	3	12 "	132 60
Dewdney and Hatzic Prairie	G. Rouleau	5½	2	12 "	120 00
Dewdney and Mail Catching Post	J. Barker	⅝	12	12 "	156 00
Dog Creek and Gang Ranch	H. P. Bayliff	12	1	6 " (to Dec. 31, '05)	60 00
do do	J. D. Prentice	12	1	6 " from "	60 00
Douglas Lake and Quilchena	J. B. Greaves	22	1	12 "	150 00
East Burnaby and New Westminster	G. H. Leaf	2	6	11 " (from Aug. 1, '05)	91 67
Edgewood and Steamer Wharf	W. Williams	2	2	12 "	60 00
Eholt and Railway Station	D. R. McElmon	300 yds.	12	12 "	142 50
Enderby and Railway Station	H. W. Harvey	75 yds.	as req.	12 "	60 00
Epworth and Railway Station	R. Frost	50 yds.	6	12 "	40 00
Erie and Railway Station	J. R. Hunnex	100 yds.	12	12 "	52 00
Fairview and Penticton	McDougall & Co.	32	3	12 "	1,045 00
Falkland and Grande Prairie	W. Bell	15	1	9 " (to Mar. 31, '06)	37 50
Ferguson and Trout Lake	J. C. Kirkpatrick	4	as req.	Part of season 1905	26 00
do do	F. T. Abey	4	as req.	" 1906	176 00
Fife and Railway Station	D. Dunbar	100 yds.	12	12 months	50 00
Fire Valley and Mail Steamer	R. Shiell	½	2	12 "	78 00
Fort St. James and Quesnel	J. Thompson	280	4	12 "	180 00
Glen Valley and Langley	N. McKay	4	2	12 "	100 00
Glenwood and Langley Prairie	J. P. Smith	4	1	12 "	65 00
Goldhill and Railway Station	C. R. Hawthorne	75 yds.	3	12 "	36 67

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grande Prairie and Monte Creek...	H. Guernsey....	20	2	4 months (to Oct. 31, '05)	97 75
do do ..	T. Swain.....	20	2	8 " from "	190 00
Grand Forks, Columbia and Railway Stations.....	N. McLellan....	1¾	as req.	6 " (to Dec. 31, '05)	463 93
do do ..	McNeill & Henniger.....	1¾	as req.	6 " from "	458 69
Green Mountain and Penticton ...	W. E. Welby...	.....	.....	20 days (from June 11, '06.)	4 29
Greenwood and Railway Station...	Bannerman and Lewis	¾	12	12 months	360 00
Greenwood and Ferry (U.S.)... ..	Broomfield and Garrison.....	10	6	2 " (from May 1, 1906)	106 00
Gutelius and Railway Station. ..	W. Crebbin.....	100 yds.	6	12 "	30 00
Halcyon Hot Springs and Mail Steamer....	H. McIntosh....	500 yds.	14	12 "	40 00
Hall's Prairie and Railway Station.	C. B. de Wynter	1¼	6	12 "	120 00
Harrison Hot Springs and Railway Station	J. C Armstrong	5	14	12 "	200 00
Harrison River and Railway Station	J. F. Boyd.....	150 yds.	12	12 "	60 00
Hatzic and Mail Catch Post.....	P. E. Lazenby..	60	14	9 " (to Mar. 31, 1906).....	54 80
do do	J. A. Catherwood	60	14	3 " from " ...	18 20
Hazelmere and Railway Station....	H. T. Thrift ...	1	6	12 "	60 00
Hilton and Lumby	N. Jackman...	21	1	10 " (to Apr. 30, '06)	130 00
do do	W. H. Hollingsworth.....	21	1	2 " from " ..	26 00
Hope and Railway Station..	W. Yates.....	2	6	12 "	156 48
Hope Station and Railway Station.	P. McPhee. ..	40 yds.	14	12 "	25 00
Howser and Lardo.....	W. Simpson...	12	1	6 " (to Dec. 31, '05)	58 50
Howser and Station.....	do	1¾	1	6 " from " ..	19 50
Huntingdon and Railway Station..	M. McGillivray.	½	12	12 "	75 00
Illicillewaet and Railway Station..	E. N. D. Forbes.	⅛	14	12 "	50 00
Kamloops and Louis Creek.....	A. Gaudreau...	37	f'tnly. S. and m'thly W.. ..	12 "	150 00
Kamloops and Railway Station....	N. McPhee.	1	28	9 " (to Mar. 31, '06)	315 37
do do	J. T. Noble....	1	28	3 " from " ..	118 73
Kamloops and Spences Bridge....	Clark & Stewart.	110	1	12 "	1,200 00
Kaslo and Lardo Steamer Wharf...	P. McGregor....	300 yds.	as req.	12 "	93 90
Kaslo and Steamer Landing.....	do	½	12	12 "	156 50
Keefers and Railway Station	J. Hannah....	150 yds.	14	12 "	40 00
Kelowna and Vernon	W. P. Pritchard	40	3	3 " (to Sept. 30, '05)	150 00
do do	M. J. Healy ..	40	3	19 dys. (to Oct. 19, '05)..	40 79
do do	W. Scott.....	40	3	8 months and 12 days (from Oct. 19, '05)	635 04
Kelowna and Wharf	E. Bailly.. . .	100 yds	6	12 months	60 00
Keremeos and Similkameen.. ..	D. McCurdy....	15	1	2 " (from May 1, '06)	17 33
Kokanee and Wharf	C. W. Busk.....	300 yds.	4	12 "	40 00
Knalt and Mail Catch Post	J. A. Carlin...	50 yds.	7	12 "	20 00
Koch Siding and Railway Station..	G. Cornier.....	25 yds.	6	4 " and 23 days (from Feb. 6, '06)....	0 42
Kuskonook and Steamer Wharf....	C. Wright.....	400 yds.	6	12 "	78 09

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ladner and Mail Steamer	A. De R. Taylor	250 yds.	as req.	12 months	87 50
Langley and Langley Prairie	A. F. McCrimmom	6¾	3	12 "	125 00
Langley and Railway Station	J. Taylor	3½	6	12 "	438 20
Lardo and Railway Station	C. McDonald	200 yds.	6	12 "	62 60
Lardo and Steamer Wharf	do	200 yds.	6	12 "	62 60
Lillooet and Lytton	P. Rebagliate	47	2	12 "	599 52
Lillooet and Pemberton Meadows	H. Westberg	75	f'tnly. and m'thly	12 "	300 00
Lindell and Sardis	S. Edstrom	12	1	3 " and 26 days (from Mar. 6, '06)	20 00
Lulu Island and Steveston	J. P. Bowditch	1	6	12 "	60 00
Lumby and Mabel Lake	W. G. Proctor	16	1	12 "	130 00
Lumby and Vernon	J. Genier	16	3	12 "	250 00
Lytton and Railway Station	B. Brophy	¼	14	12 "	180 00
Majuba Hill and Sardis	W. Chadsey	8½	2	12 "	144 00
Malakwa and Mail Catch Post	E. R. B. Baynes	140 yds.	7	9 " (to Mar. 31, '06)	40 50
do do	G. W. Hall	140 yds.	7	3 " from "	13 50
Mara and Railway Station	M. E. Roseman	¾	6	12 "	75 00
Marsqui and Mail Catch Post	C. R. Crist	85 yds.	12	10 " (to Apr. 30, '06)	33 33
do do	A. O. Hongen	85 yds.	12	2 " from "	6 67
Midway and Railway Station	C. M. Crouse	¾	12	12 "	205 00
Midway and Sidley	E. M. Cudworth	27	2	12 "	830 00
Millside and Railway Station	A. H. Joseph	½	12	4 " and 26 days (from Feb. 6, '06)	42
Mission City and Mount Lehman	N. Craig	4	3	12 "	230 00
Mission City and Railway Station	J. Plumridge	100 yds.	28	3 " and 28 days (to Oct. 28, '05)	78 26
do do	do	100 yds.	14	8 " and 3 dys. (from Oct 28, '05)	99 33
Monte Creek and Railway Station	W. Plumm	135 yds.	14	12 "	200 00
Naas Harbour and Steward	G. Jenner	80	f'tnly.	6 trips	90 00
Nakusp, Railway Station and Steamer Wharf	F. W. Jordan	100 &300 yds.	7 & 14	12 months	150 00
Nelson and Railway Station	Nelson Freighting and Transfer Co	¾, 1 & ¾	6, 7, 32 & 66	12 "	1,666 40
Nelson and Wharf	Nelson Freighting and Transfer Co	½	26	12 "	198 50
New Denver and Wharf	J. Delaney	⅓	24 &12	12 "	166 50
New Westminster and Railway Station	W. A. Johnston	1 & ¼	as req.	9 " (to Mar. 31, '06)	318 93
New Westminster and Railway Station	F. E. Cameron	1 & ¼	as req.	3 " from "	222 44
New Westminster and Street Letter Boxes	A. Rae	5¼	6	12 "	150 00
New Westminster and Timberland	A. Buck	4½	2	3 " (from Apr. 1, '06)	18 75
Nicola Lake and Princeton	J. Clark	72	1	12 "	850 60
Nicola and Spences Bridge	M. P. Stewart	48	1	12 "	600 00
Nicomekl Railway Station	M. J. Pickard	65	12	12 "	60 00
North Bend and Railway Station	W. Arnott	200 yds.	14	12 "	40 00
Notch Hill and Railway Station	C. Castle	100 yds.	7	12 "	50 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Okanagon and Vernon	C. O'Keefe	8	2	12 months	80 00
O'Kanagon Falls and White Lake.	H. Inglee	10	1	12 "	73 71
Okanagon Landing and Railway Station	J. T. Taylor	100 yds.	as req.	12 "	36 00
Paulson and Mail Catch Post	T. H. Paulson	50 yds.	12	12 "	50 00
Peachland and Steamer Wharf	M. E. McDougald	200 yds.	6	12 "	50 00
Peachland and Westbank	N. S. Marshall	10	2	12 "	94 16
Penticton, Princeton and Hedley	W. E. Welby	75 & 53	1 & 2	12 "	2,350 00
Penticton and Wharf	W. S. Parker	200 yds.	6	12 "	180 00
Phœnix and Railway Station, C.&N.	McIntyre and McDonald	½	6	12 "	266 05
Phœnix and Railway Station, G.N.	M. McIntyre	200 yds.	7	4 " and 17 days (from Feb. 12, '06)	118 15
Pilot Bay and Steamer Wharf	F. Cogle	⅓	3	6 " (to Dec. 31, '05)	12 50
do do	C. V. Gagnon	⅓	3	6 " from "	20 84
Poplar Creek and Railway Station.	A. G. Johnston	100 yds.	6	12 "	140 00
Port Hammond and Railway Stn.	A. L. Lazenby	300 yds.	14	12 "	76 00
Port Haney and Railway Station	T. Armstrong	150 yds.	14	7 " (to Jan. 31, '06)	35 00
do do	A. T. Charlton	50 yds.	14	5 " from "	25 00
Port Haney and Webster's Corners.	J. M. Webster	4½	2	12 "	75 00
Port Kells and Railway Station	J. Holt	1	6	8 " and 6 dys. (to Mar. 6, '06)	46 67
do do	C. Wood	1	6	3 " and 25 dys. (from Mar. 6, '06)	23 33
Port Moody and Mail Catch Post	J. Tays	⅛	26	12 "	92 84
Procter and Railway Station	T. G. Procter	100 yds.	6	4 " (from Mar. 1, '06)	37 50
Revelstoke and Big Bend	A. Carlson	70	13	6 " (to Dec. 31, '05)	280 00
do do	B. Croover	70	13	6 " from "	280 00
Revelstoke and Railway Station	E. W. B. Paget	½	as req.	3 " and 28 days (to Oct. 28, '05)	239 67
do do	do	½	14	8 " and 3 days (from Oct. 28, '05)	367 91
Revelstoke and St. Letter Box, No 1.	do	1000 yds	14	12 "	75 00
Revelstoke and St. Letter Box, No 2.	W. Bews	600 yds	14	12 "	1 00
Roseberry, Ry. St'n. and Str. Wharf.	M. McCarthy	100 yds. & ⅛ m.	12&12	1 " and 15 days (to Aug. 15, '05)	6 25
do do	W. E. Marshal	100 yds. & ⅛ m.	12&6	6 " (from Jan. 1. '06)	32 50
Rossland and Railway Stations	Rossland Trail Livery Co	¼	as req.	12 " (less fine)	699 00
Ruby Creek and Railway Station	H. Fooks	100 yds.	6	12 "	25 00
Ruskin and Mail Catch Post	E. M. Heaps	100 yds.	12	12 "	36 00
St. Leon Hot Springs and Str. L'g.	M. Grady	100 yds.	14	12 "	1 00
Salmo and Railway Station	S. Ross	500 yds.	12	12 "	50 00
Salmon Arm and Railway Station	E. McGuire	300 yds.	14	12 "	100 00
Salmon Arm and Silver Creek	G. W. Armstrong	10	1	12 "	100 00
Sandon and N. & S. Railway St'n.	E. R. Atherton	150 yds.	6&7	12 "	255 10
Sapperton and Railway Station	T. Johnson	50 yds.	19	12 "	40 00
Savona and Railway Station	G. V. Ogle	30 yds.	14	12 "	90 00
Shorts Point and Steamer Wharf	T. A. Dundas	¼	2	and 15 days (to July 15, '05)	1 02
do do	R. N. Dundas	¼	2	11 " and 16 days (from do)	23 98

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shuswap and Railway Station.....	S. Spence.....	200 yds.	7	12 months.....	80 00
Sicamous and Railway Station. ...	D. R. McManus.	400 yds.	as req.	3 " and 28 days (to Oct. 28, '05)...	115 39
do do	do ..	400	14	.....	180 20
Silverdale and Mail Catch Post....	A. E. Skinner ..	½	6	12 "	75 00
Silverton and Wharf.....	J. A. McKinnon	¼	24	3 " and 28 days (to Oct. 28, '05...	78 26
do do	do ..	¼	12	8 " and 3 days (from Oct. 28, '05)...	161 74
Slocan, Ry. St'n and Str. Wharf...	D. S. McVannel	½ & ½	6 & 6	12 "	180 00
Slocan Junction and Railway St'n..	A. Sherman ...	50 yds.	24	12 "	40 00
South Vancouver and Vancouver .	S. A. Daniels...	5	3	6 " (to Dec. 31, '05).	75 00
do do	D. Beach.....	5	3	6 " from " .	100 00
Spence Bridge and Railway Station	A. Clemes ...	50 yds.	14 & 18	12 "	145 01
Spuzzum and Railway Station	W. E. Potter....	100 yds.	14	12 "	40 00
Squamish and Wharf.....	D. Galbraith....	1½	1	12 "	26 00
Steveston and Railway Station	E. Hunt.....	¼	6	12 "	51 78
Steveston and B.C.E. Ry. Terminus.	S.S. Sonoma ...	.....	.....	1 " and 6 days (from May 26, '06)..	16 67
Summerland and Wharf.	R. H. English..	¼	6	.....	50 00
Terra Nova and Vancouver via Eburne.....	J. Mellis.....	13½	6	12 months.....	312 00
Three Forks and Railway Station..	J. T. Kelly ..	⅓	12	12 "	156 50
Three Valley and Mail Catch Post.	J. Lane.....	50 yds.	14	11 " (from Aug. 1, '05)	36 67
Thrums and M.C. Post..	W. J. Collins...	350 yds.	6	1 " (from June 1, '06)	6 50
Trail and Railway Station	F. W. Brown...	500 yds.	14	12 "	180 00
Trail and Smelter Junction.	J. T. Limberg..	2	6	12 "	180 00
Trout Lake and Steamer Wharf. ..	J.C. Kirkpatrick	100 yds.	6	3 " (to Sept. 30, '05).	39 50
do do ..	F. T. Abey....	100 yds.	6	9 " from " .	108 00
Tynehead and Railway Station ..	D. M. Robertson	3	2	12 "	100 00
Vancouver and British Columbia Electric Railway Terminus.....	Mainland Transfer Co....	½	as req.	12 "	7 50
Vancouver and C.P.R. Ry. Station.	do ..	⅛	as req.	12 "	2,320 25
Vancouver and China and Japan Mail Strs.....	do ..	⅓	as req.	12 "	279 00
Vancouver and Granville St. Ry. S'n.	H. J. Foote	1	12	12 "	184 96
Vancouver and G.N. Railway St'n.	do ..	¾	12 & 24	12 "	258 00
Vancouver and Hastings St. Ry. S'n.	do ..	½	12	3 days (to July 3, '05). ..	0 73
Vancouver Letter Carriers Service.	B.C. Electric Ry. Co.....	.....	.....	12 months.....	423 50
Vancouver Branch and Sub Offices, Street Letter and Parcel Boxes, Mount Pleasant and West Fairview.... ...	H. J. Foote	19½	as req.	12 "	1,038 00
Vancouver—Special parcel delivery at Christmas..	do ..	.....	.....	.....	19 75
Vancouver, Railway Station and Nanaimo Steamer Wharf...	Mainland Transfer Co.....	⅓	6	10 " and 25 days (from Aug. 7, '05) ...	179 00
Vancouver and Seattle Str. Wharf.	H. J. Foote ...	½	3	7 " (to Jan. 31, '06)..	51 00
Vancouver and Skagway Steamers.	Mainland Transfer Co.....	⅕	as req.	12 "	78 50
do do	H. J. Foote	½	....	6 trips.....	6 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Vancouver and Squamish Steamer Wharf	H. J. Foote	1/3	2	12 months	26 00
Vancouver and Union S.S Co's Wrf.	do	3/3	10	8 " (from Nov. 1, '05)	114 87
Vancouver and Victoria Str. Wrf.	Mainland Transfer Co	1/3	10	Part of season 1905	79 50
Vancouver and G.N. Railway Station and C.P.R. Skagway Str.	H. J. Foote	1		2 trips	2 00
Vernon and Railway Station	J. Harwood	1/4	as req.	12 months	195 00
Waneta and Railway Station	F. Adie	500 yds.	12	12 "	156 50
Westley and Railway Station	J. G. Billings	50 yds.	12	12 "	20 00
Whonnock and Mail Catch Post	L. C. York	50 yds.	12	12 "	85 56
Williams Siding and Mail Catch Post	J. Williams	150 yds.	6	Part of season 1906	10 42
Willow Point and Steamer Wharf	C. W. West	100 yds.	2	12 months	25 00
Winlaw and Railway Station	J. B. Winlaw	50 yds.	6	12 "	10 00
Woodward and Wharf	W.M.McKenzie	200 yds.	2	12 "	1 00
Yale and Railway Station	D. J. Creighton.	100 yds.	14	12 "	60 00
Ymir and Railway Station	A. C. O'Neil	250 yds.	12	12 "	125 00
Total					$67,130 93

APPENDIX B—*Continued.*

VICTORIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Victoria Postal Division, made within the year ended June 30, 1905.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alberni and Beaver Creek	K. Dickson	6½	2	12 months	73 68
Alberni and Nanaimo	Thompson & Scoville.	58	2	12 "	706 67
Alberni and New Alberni	Fitzgerald & Burke	2½	2	2 " (to Aug. 31, '05),	16 66
do do	Thompson & Scoville.	2½	2	10 " from "	83 34
Aldermere and Hazelton	G. Lacroix	60	Mthly	12 "	300 00
Bella Coola and Hagensborg	H.B.Christensen			12 "	62 00
Bowen Island and Steamer Wharf	R. H. Green	¼	1	12 "	26 00
Brechin and Nanaimo	J. Watson	2½	6	12 "	156 00
Cedar and Nanaimo	H. Maguire	10	1	3 " (to Sept. 30,' 05).	23 75
Cedar and Stovely	do	3	1	9 " from "	45 00
Chemainus and Kuper Island	G. Donckele	5	1	12 "	104 00
Chemainus and Railway Station	E. J. Palmer	¼	12	12 "	120 00
Cobble Hill and Railway Station	J. A. Porter	40 yds.	6	12 "	40 00
Colquitz and Victoria	R. D. Chandler	5⅛	6	12 "	199 85
Comox and Parksville	A. B. Crump	60	1	12 "	620 00
Comox and Sandwich (via Courtnay)	R. McQuillan	4	2	12 "	234 00
Comox and Wharf	E. Holmes	¼	2	12 "	72 00
Corfield and Railway Station	A. Reid	1½	6	12 "	99 00
Cowichan Lake and Duncan's Stn.	Price Bros	21	Wkly & f'nly	12 "	240 00
Cowichan Station and Railway Stn.	P. Frumento	75 yds.	6	12 "	40 00
Cracroft and Steamers Wharf	J. Pope	200 yds.	1	12 "	25 00
Crofton and Westholme Station	M. Elliott	4¼	6	12 "	300 00
Cumberland and Railway Station	D. Kirkpatrick	1	4	12 "	150 00
Cumberland and Steamer Wharf	Wellington Colliery Co.	12	4	12 "	240 00
Denman Island and Wharf	T. H. Piercy	½	2	12 "	80 00
Duncan's Station and Mount Sicker	H. Keast	8	6 & 3	12 "	400 00
Duncan's Station and Railway Stn.	D. Ford	200 yds.	12	12 "	100 00
Duncan's Station and Tzonhalem	W. Morley	3	6	12 "	175 00
East Sooke and Main Post Road	W. J. Burnett	10	1	12 "	125 00
East Wellington and Northfield	J. Wilson	2	6	12 "	100 00
Errington and Main Post Road	J. A. McCarter	530 yds.	4	12 "	22 50
Esquimalt and Victoria	H. W. Walker	4	12	12 "	360 00
Extension and Nanaimo	J. Wilson	8	2	9 " and 15 days (to April 15, '06)	142 50
do do	A. J. McMillan.	8	2	2 " and 15 dys (from Apr. 15, '06)	52 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
French Creek and Parksville	A. B. Gurney	4¾	4	12 months	148 44
Ganges and Wharf	J. Malcolm	100 yds.	4	6 " (from Jany 1,'06)	12 50
Goldstream and Railway Station	J. Phair	6½	6	12 "	80 00
Gordon Head and Victoria	N. D. Shaw	6½	6	12 "	227 00
Grantham and Sandwich	J. Blackburn	5½	2	12 "	100 00
Hagan and Railway Station	F. Young	4½	3	12 "	140 00
Happy Valley and Main Post Road	I. G. Walker	2¾	2	12 "	50 00
Hartley Bay and Kitamatat	G. Read	300 yds.	as req.	12 "	73 00
Hazelton and Manson Creek	N. S. Sargent			3 " (from April 1,'06)	75 00
Heal and Railway Station	C. Heal	1½	2	12 "	67 60
Heriot Bay and Wharf	H. A. Bull	20 yds.	4	6 " (from Jan. 1,'06)	8 00
Hornby Island and Steamer	T. E. Ford	300 yds.	2	12 "	26 00
Howe Island and Wharf	N. Patterson	400 yds.	1	4 " (from Mch. 1,'06)	8 33
Irvines Landing and Wharf	T. Dames	¼	4	8 " (from Nov. 1,'05)	34 33
Keating and Railway Station	F. Young	300 yds.	6	12 "	60 00
Kohsilah and Railway Station	J. Boal	200 yds.	6	12 "	40 00
Ladysmith and Railway Station	T. Cowan	400 yds.	12	12 "	200 00
Maple Bay and Somenos	G. MacNeal	4	3	12 "	136 00
Millstream and Railway Station	E. Pike	4	1	12 "	30 00
Milne's Landing and Victoria	H. T. Fisher	23	1	9 " (to March 31,'06)	56 25
do do	E. Milne	23	1	3 " from "	25 00
Nanaimo and Comox Steamer Wharf	Thompson & Scoville.	300 yds.	4	12 "	52 00
Nanaimo and Railway Station	do do	¼	12	12 "	200 00
Nanaimo and Stovely	H. R. Bassett	5	6	12 "	100 00
Nanaimo and Street Letter Boxes	Thompson & Scoville.	7	7	12 "	295 00
Nanaimo and Vancouver Steamer Wharf	do do	300	6	12 "	159 00
Nanoose Bay and Main Post Road	W. Roberts	2	2	12 "	75 00
Northfield and Railway Station	J. Wilson	1	6	12 "	190 00
North Saanich and Railway Station	C. G. Bown	3	6	12 "	120 00
Otter Point and Shirley	E. Clark	6	1	12 "	65 00
Otter Point and Victoria	H. Clark	30	1	12 "	195 00
Port Essington and Wharf	R. L. McIntosh			12 trips	7 00
Port Neville and Wharf	H. Hansen	50 yds.	2	8 mos. (from Nov. 1, '05)	10 00
Port Simpson and Steamer	J. Sharpe				3 00
Retreat Cove and Mail Steamer	J. Shaw	½	1	12 months	24 00
Roberts Creek and Steamer Wharf	J. F. Roberts	½	2	8 " (from Nov. 1,'05)	16 67
Rocky Point and Victoria	T. Parker	25	2	12 "	122 50
Royal Oak and Railway Station	W. E. Heal	½	6	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shawingan Lake and Railway Stn..	A. Koenig.....	50 yds.	6	12 months.....	30 00
Sidney and Railway Station.....	J. J. White. ...	300 yds.	6	12 "	50 00
Somenos and Railway Station.. ...	H. MacNeil.....	50 yds.	12	12 "	50 00
South Pender and Mail Steamer....	A. R. Spalding..	1½	2	12 "	24 00
South Wellington and Railway Stn	J. Galloway...	½	12	2 " and 15 days (to Sept. 15, '05)..	12 50
Tod Inlet and Railway Station.....	W. S. Butler....	2½	3	12 "	175 00
Turgoose and Railway Station.....	F. Turgoose. ...	200 yds	6	13 "	40 00
Union Bay, Railway Station and Wharf.....	G. Howe..	½	2	12 "	50 00
Vananda and Wharf.....	E. Pooke.....	100 yds.	4	9 " (to March 31,'06)	45 00
do do	W. S. Planta....	100 yds.	4	17 days (to April 17, '06).	15 00
do do	H. B. McLeod..	700 yds.	4	2 mos. and 13 dys. (from Apr. 17, '06)..	36 50
Victoria Letter Carriers Service....	British Columbia Electric Railway Company.	.....	.....	12 "	200 00
Victoria and Esquimalt and Nanaimo Railway Station..	J. Porter..	½	6	12 "	234 76
Victoria and Victoria and Sidney Railway Station.....	H. Brown	½	6	12 "	150 00
Victoria and Outer Wharf..... ...	Victoria Transfer Co.....	.....	.....	12 "	225 25
Victoria and Street Letter Boxes...	H. Brown	12	7	10 " (to April 30, '06).	420 00
do do ...	S. E. King.....	2	7	2 " from "	140 00
Victoria and Wharf (Seattle and Skagway R.P.O.).	Victoria Transfer Co.....	1	4	....	16 00
Victoria Special Christmas Delivery	Pacific Transfer Co.	....		....	15 00
Victoria and Wharf (Vancouver Str)	do	....		.....	34 50
do do do	A. E. Kent.....	¼	5	....	4 50
Welcome Pass and Mail Steamers..	C. Priestland....	¼	1	3 mos. (from April 1,'06)	12 50
Wellington and Railway Station...	J. Haggart.....	¼	6	12 "	72 00
Westholme and Railway Station...	G. A. Newhouse	200 yds.	12	12 "	60 00
Total.....				... .	10,978 58

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the year ended June 30, 1906.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ahmic Harbour and Burk's Falls	Muskoka Lakes Navigation and Hotel Co.	40	6	Part of seasons 1905 and 1906	890 00
Alert Bay and Kingcombe Inlet	Alert Bay Sawmill Co	50	Monthly.	12 months	50 00
Bala, Gravenhurst, Pt. Cockburn and Rosseau	Muskoka Lakes Navigation and Hotel Co.	25, 48 & 50	12	Part of seasons 1905 and 1906	3,880 00
Bella Coola and Namu	R. Draney	60	Fortnightly.	9 months to Mar. 31, 1906	750 00
Bell Ewart and Roach's Point	T. Ellis	2	6	Part of seasons 1905 and 1906	52 50
Beren's River and Selkirk	Wm. Robinson	180	As required.	4 months during season of 1905	52 50
Bobcaygeon, Lindsay and Sturgeon Point	Trent Valley Navigation Co	12 & 24	12	Part of seasons 1905 and 1906	157 50
British Columbia, sundry services as follows—					
Arrowhead and Nakusp	Canadian Pacific Railway Co	36	7	" "	680 40
Arrowhead and Robson	do do	122	6	" "	2,147 20
Deer Park and Nakusp	do do	73	2	" "	379 60
Gerrard and Trout Lake	do do	170	3	" "	159 12
Kaslo and Lardo	do do	180	3	12 months	168 48
Kaslo and Lynchville	do do	2	2	Part of seasons 1905 and 1906	8 80
Kootenay Landing and Grey's Creek	do do	5	2	3 months and 28 days to June 30, 1905.	17 00
Kootenay Landing and Lynchville	do do	20	2	3 months to Sept. 30, 1905	5 20
Kootenay Landing and Nelson	do do	52	7	Part of seasons 1905 and 1906	915 20
Kootenay Landing and Proctor	do do	30	7	" "	567 00
Nanaimo and Comox	do do	60	5	12 months	1,248 00
Nelson and Kaslo	do do	45	6	Part of seasons 1905 and 1906	679 50
New Westminster and Steveston	do do	20	6	12 months	626 00
Okanagan Landing and Penticton	do do	60	6	"	939 00
Proctor and Kaslo	do do	23	12	Part of seasons 1905 and 1906	372 60
Roseberry and Slocan	do do	25	12	" "	1,167 50
Vancouver and Nanaimo	do do	40	6	12 months	2,504 00
Vancouver and Victoria	do do	80	7	"	8,500 00
Victoria and Seattle	do do	80	6 & 1	" less fine	1,192 66
Burleigh Falls, Lakefield and Young's Point	Captain P. P. Young	40	6	Part of seasons 1905 and 1906	135 00
Byng Inlet and Parry Sound	H. Cleland	60	1	" "	200 00
Carillon and Lachine	Ottawa River Navigation Co	48	6	" "	333 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada made within the year ended June 30, 1906—*Continued.*

CONVEYANCE OF MAILS BY STEAMBOAT AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cobourg, Port Hope and Summerville, N.Y.	Lake Ontario and Bay of Quinté Steamboat Co.	60	6	Part of seasons 1905 and '06 less trips	963 00
Collingwood, Killarney and Owen Sound	Northern Navigation Co. of Ontario	196	Tri-weekly.	Part of seasons 1905 and 1906	200 01
Cutler, Gore Bay and Kagawong	Purvis Brothers	30 & 52	4 & 6	" "	1,800 00
Cutler and Manitowaning	Sims Brothers	55	6	" "	1,500 00
Deseronto and Picton	Deseronto Navigation Co	14	6	12 months	939 00
Fredericton and St. John	Star Line Steamship Co	84	6	Part of seasons 1905 and 1906	1,365 18
French River, Midland, Parry Sound and Penetanguishene.	Northern Navigation Co. of Ontario	66 & 140	6 and semi-weekly.	" " less 1	821 43
Gananoque and Clayton, N.Y	Thousand Islands Railway Co	12	6	Part of seasons 1905 and 1906	200 00
Gananoque, Stave Island and Thousand Islands	G. Funnell	8	6	" "	160 00
Gaspé and North Shore River St. Lawrence	F. Veit	356	2 per month.	Part of season 1905	903 57
Georgeville, Newport and Knowlton Landing	Boston and Maine Railway	40	6	Part of seasons 1905 and 1906	118 40
Glen Island and Picton	J. Collier	5	6	Part of season 1906	34 00
Golden and Windermere	Upper Columbia Transportation Co	100	1	Part of seasons 1905 and 1906	215 00
Gold Rock and Wabigoon	Wabigoon and Manitou Steamboat Co	30	3	" "	310 00
Gore Bay and Thessalon	Purvis Brothers	60	Semi-weekly	" "	500 00
Grand Rapids and Selkirk	W. Robinson	280	1	" "	35 00
Halifax and Boston	Canada Atlantic and Plant Steamship Co	389	1	" "	36 52
Halifax and St. Johns, Newfoundland	Harvey Brothers, agents Red Cross Line			Special service	92 00
Hartley Bay and Kitamaat	Captain E. McCoskrie	45	Monthly.	9 months to June 30, 1906	280 00
Hazelton and Port Essington	J. Thomson	180	do	12 months	1,135 00
Huntsville, Brown's Brae and Dorset	Huntsville, Lake of Bays and Lake Simcoe Navigation Co.	33½	6 & 12	Part of seasons 1905 and 1906	253 94
Kingsport and Parrsboro	Dominion Atlantic Railway	14	6	" "	1,000 00
Kingston and Cape Vincent	M. H. Folger	18	12	12 months	1,200 00
Kingston and Thousand Island Park	" "	28	6	Part of season 1906	200 00
Kokane and Nelson	Kootenay River and Navigation Co	14	2	Part of seasons 1905 and 1906	98 00

Ladner and Steveston	F. Keeling	6	6	Part of season 1906	31 80
Lévis and Quebec	Quebec and Lévis Ferry Co	1	18, 75 & 81	12 months	1,062 50
Loudres du Blanc, Sablon and Natachquan	J. Hebert	271	4 per season.	Part of seasons 1905 and 1906	400 00
Michipicoten, Michip, Mission and Sault Ste. Marie.	Algoma Central and Hudson's Bay Railway	6 & 138		Part of season 1905	93 30
Michipicoten, and Sault Ste. Marie	United States and Dominion Transportation Co.	38	1	Part of seasons 1905 and 1906	857 50
Midland and Honey Harbour	F. S. Grise	12	Tri-weekly.	Part of season 1906	20 00
Montreal, Chicoutimi and Quebec	Richelieu and Ontario Navigation Co	414 & 180	4 & 6	Part of seasons 1905 and 1906	8,500 00
Nanaimo, Gulf Islands and Sydney	E. V. Bodwell	62 & 60	2 & 4	12 months	4,600 00
New Liskeard and Tomstown	White River Mail Line Co	31	3	Part of season 1906	6 50
North Sydney and Port au Basque	Reid Newfoundland Co	96	Tri-weekly.	12 months, less side service, $157	21,827 22
Norway House, Selkirk and Warren's Landing	Wm. Robinson	20	2	Part of seasons 1905 and 1906	115 00
do do	D. C. McTavish	20	2	" "	58 00
Ottawa and L'Orignal	Ottawa River Navigation Co	59	6	Part of seasons 1905 and 1906	444 00
Ottawa and Thurso	do do	30	6	" "	162 40
Pembroke and Rapides des Joachims	Pembroke Navigation Co	50	6	Part of season 1905	100 00
Port Simpson and Stewart	Captain D. A. Robertson	120	Fortnightly.	" 1906	80 00
Rimouski Wharf and Steamers	Captain J. H. Dorion		As required.	Part of seasons 1905 and 1906	4,698 00
Sturgeon Falls and Monteville	Nipissing Transportation and Trading Co	40	3	Part of season 1906	72 00
Toronto and Niagara	Niagara Navigation Co	36	12	Part of seasons 1905 and 1906	1,008 00
Vancouver and North Vancouver	H. M. Ramsay	3	12	12 months	300 00
Vancouver and Port Harvey and Rock Bay, &c.	Union Steamship Co	5, 8 & 173	1 & 2	" and 2 mos. arrears from May 1, 1905.	3,939 33
Vancouver and Seattle	Pacific Coast Steamship Co			9 months and 3 days to Mar. 3, 1906.	135 36
Vancouver and Sechelt	H. Whitaker	32	3	11 months and 12 days from July 20, 1905.	94 84
Vancouver and Squamish	Terminal Steamship Co	35	1	12 months	300 00
Victoria and Port Townsend	Alaska Steamship Co	40	6	12 "	2,900 00
Yarmouth and Boston	Dominion Atlantic Railway Co	250	6	12 "	2,829 70
				Total	97,773 26

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the year ended June 30, 1906.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		$ cts.
Alberta Railway and Irrigation Co.	12 months	902 78
Algoma Central and Hudson Bay Railway	12 do	96 09
Atlantic and Lake Superior Railway	12 do	6,432 59
Bay of Quinte Railway	12 do	6,997 16
Boston and Maine Railway	12 do	2,841 54
British Columbia Electric Railway	12 do	1,377 26
Brockville, Westport and North Western Railway	12 do	3,380 40
Bruce Mines and Algoma Railway	12 do	300 00
Canada Atlantic Railway	3 do to Sept. 30, 1905	4,390 80
Canada Coal and Railway Co	12 do	300 48
Canadian Northern Railway, Ontario	12 do	11 07
Canadian Northern Railway, Manitoba	12 do	40,131 94
Canadian Pacific Railway	12 do	728,993 57
Cape Breton Railway	12 do	484 22
Caraquet Railway	12 do	2,452 60
Central Ontario Railway	12 do	6,993 50
Central Vermont Railway	12 do	6,561 48
Cumberland Railway and Coal Co	12 do	1,094 88
Dominion Atlantic Railway	12 do	13,436 80
Elgin and Havelock Railway	12 do	676 08
Grand Trunk Railway	12 do	378,165 37
Great Northern Railway, (Montreal Div.)	12 do	8,631 25
Great Northern Railway, (British Columbia)	12 do	1,293 92
Halifax and South Western Railway	12 do	8,086 05
Hamilton, Grimsby and Beamville Railway	12 do	469 00
Hamilton Radial Electric Railway	12 do	234 75
Hull Electric Railway	12 do	700 00
Inverness Railway and Coal Co	12 do	1,145 58
Intercolonial Railway	12 do	161,338 62
Irondale, Bancroft and Ottawa Railway	12 do	719 80
Kent Northern Railway	12 do	676 08
Kingston and Pembroke Railway	12 do	7,208 98
Kootenay Railway and Navigation Co	12 do	1,519 86
Maine Central Railway	12 do	794 38
Manitoulin and North Shore Railway	12 do	142 22
Michigan Central Railway	12 do	46,269 72
Midland Railway	6 do to Dec. 31, 1905	91 06
Moncton and Buctouche Railway	12 do	400 64
Nelson and Fort Sheppard Railway	12 do less fine	1,626 20
New Brunswick Coal and Railway	12 do	1,260 66
New Brunswick and Prince Edward Island Railway	12 do	1,254 44
New Brunswick Southern Railway	12 do	2,180 30
New Westminster and Southern Railway	12 do less fines	842 64
Nova Scotia Steel and Coal Co. Railway	12 do	313 00
Orford Mountain Railway	12 do	550 44
Ottawa and New York Railway	12 do	2,839 55
Pere Marquette Railway	12 do	11,830 24
Prince Edward Island Railway	12 do	19,629 50
Quebec Central Railway	12 do	12,620 16
Quebec and Lake St. John Railway	12 do	13,354 64
Quebec Railway, Light and Power Co	12 do	1,880 06
Quebec Southern Railway	12 do	1,475 88
Red Mountain Railway	12 do	292 00
Rutland Railway	12 do	87 64
St. John Bridge and Railway Extension Co	12 do	500 00
St. Lawrence and Adirondack Railway	12 do	2,153 44
Salisbury and Harvey Railway	12 do	2,253 60

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the year ended June 30, 1906—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

Name of Railway.	Period.	Amount.
		$ cts.
South Shore Railway	12 months	3,645 77
Sydney and Glace Bay Railway	12 do	1,272 06
Sydney and Louisburg	12 do	1,158 10
Temiscaming and Northern Ontario Railway	12 do	3,534 64
Temiscaming and Northern Ontario Railway (performed by contractor of railway, A. R. Macdonell)	9 do from Oct. 1, 1905	174 72
Temiscouata Railway Co	12 do	5,703 92
Thousand Islands Railway	12 do	730 00
Tilsonburg, Lake Erie and Pacific Railway	3 do to Sept. 30, 1905	128 00
Toronto, Hamilton and Buffalo Railway	12 do	3,092 24
Toronto and York Radial Railway	12 do	2,350 56
Vancouver, Victoria and Eastern Railway	6 do from Jan. 1, 1906	264 65
Vancouver, Westminster and Yukon Railway	12 do	487 97
Victoria and Sidney Railway	12 do	455 73
Total		$ 1,545,685 27

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the year ended June 30, 1906.

To Whom Paid.	Particulars of Disbursements.	Amount.
		$ cts.
H. Carson	Supplying and repairing mail bags	15,065 14
E. G. Shepherd	Clamplocks, ferrules	7,642 00
S. S. Stratton	Supplying and repairing mail bags	4,643 88
W. Willis & Son	" " &c	3,361 83
Kidd Rutherford	Mail bagging	2,903 36
Mrs. P. O'Donaghue	Repairing mail bags	1,570 62
C. H. Hall	"	1,487 75
M. Scarrow	"	1,394 90
G. Lugsdin & Co.	"	1,366 86
M. J. Wilson & Sons	"	961 18
C. Warner	"	826 88
T. Fardy	"	743 25
Pritchard-Andrews Co	Presses, dies, seals for mail bags	579 40
J. Christie	Repairing mail bags	498 03
Desmarais & Choquette	"	403 13
R. H. Everest	"	300 00
Smith-Egge Manufacturing Co.	International registered mail locks	282 00
Canadian Pacific Railway	Erecting and moving mail cranes, freight on cordage, &c	259 62
D. Choquette	Repairing mail bags	226 90
L. Desmarais	"	208 95
H. W. Wellington	Cotton cord for mail bags	180 90
J. McKay	Letter parcel hampers	149 00
W. L. McNabb	Parcel post hampers and wicker baskets	131 25
Thornton & Truman	Repairing International registered mail locks	104 15
Keep Bros.	Brass grommets and rings	102 91
W. Winter	Cartage of mail bags	68 50
R. B. Gorman	Repairing parcel post hampers	58 23
Smith Railway Mail Service	Mail crane	36 00
Grand Trunk Railway	Moving mail catcher	31 87
Trunk & Leather Goods Co.	Leather bags	27 00
Capital Scale, Brass and Foundry Co.	Removing rivets	12 10
Intercolonial Railway	Erecting mail catch posts	8 40
Canadian Express Co	Express charges on mail crane, catch post, &c	5 65
Ottawa & New York Railway	Freight charges on International mail locks	1 74
F. P. Bent	" mail crane	1 73
Dominion Express Co.	Express charges on bagging	1 20
F. Julien	Repairing mail catch post	0 75
	Total	45,647 06

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX C

ACCOUNTING POST OFFICES

MONEY ORDER AND OTHER TRANSACTIONS

APPENDIX C.

MONEY ORDER TRANSACTIONS.

The number of Money Order Offices in operation on the 30th June, 1906, was 2,676, an increase of 182 over the previous year.

The total number of Orders issued during the year was 2,178,549, showing an increase over the previous year of 254,419. The aggregate value was $37,355,673.37, an increase over the previous year of $5,006,197.69.

Of the Orders issued during the year 1,425,148 with a value of $26,133,565.05 were payable in the Dominion. Compared with the previous year there was an increase in number of 146,735, and in value of $2,723,079.51.

753,401 Orders with a value of $11,222,108.32 were payable abroad. Compared with the previous year there was an increase of 107,684 in number, and an increase of $2,283,045.08 in amount.

The number of Orders issued abroad and payable in Canada was 436,954 with an aggregate value of $6,533,200.88, being an increase of 51,270 in number and $930,791.81 in amount.

The number of Orders issued in Canada on the United States was 407,013, and the value $5,333,513.83, an increase of 37,322 in number and of $832,629.60 in amount.

The following statement will show the very large increase in the Postal Note payments in the United States :—

	Number. 1905.	Amount. 1905.	Number. 1906.	Amount. 1906.
Money Orders. ...	369,691	$4,500,812 13	407,013	$5,333,513 83
Postal Notes.	193,822	324,863 89	317,406	554,531 36
Totals..... ...	563,513	$4,825,676 02	724,419	$5,888,045 19

The number of Orders issued in the United States on Canada was 366,609, and the value $5,126,144.44, an increase of 44,989 in number and $724,945.58 in amount.

The rates for the conversion of Canadian money into that of France and into that of Germany were fixed at 5·10 francs and 4·16 marks to the dollar, respectively, when business was established in 1883.

Experience showed that the rates of exchange would permit the Department paying larger sums in those countries for each dollar deposited in Canada and the rates were raised on the 1st July, 1905, to 5·15 francs in the cases of France, Belgium, Italy, Switzerland and other countries using the franc and to 4·18 marks in the cases of Germany and the German post offices abroad.

Direct exchange with Orange River Colony and Turks Island went into operation on the 1st October, 1905 ; with Western Australia on the 1st February, 1906, and with Denmark, Iceland and the Faroe Islands on the 1st April, 1906.

Exchange with the Malay Peninsula (Federated States) through the British Office commenced on 1st September, 1905.

In the interest of remitters it was deemed advisable to change the mode of service for Bosnia, Herzegovina and Montenegro from Great Britain to Austria on the 1st November, 1905. The charges made by the British Offices for the intermediary service are now saved to remitters.

APPENDIX C—*Continued.*

Advices for British Bechuanaland and Basutoland have been forwarded via Cape Colony since 1st December, 1905, and remitters save the charges previously made by British Office.

Arrangements are being made for direct exchanges with the Bahamas, Mexico, Panama Canal Zone and Holland and negotiations are also under way to improve the service with Jamaica, Turks Island and the United Kingdom.

The average value of Money Orders issued during the year was $17.11, and the average commission received from the public was 10·459c.

The total receipts from all sources amounted to $253,444.22, and the total expenditure, including the salaries of the inside service at Ottawa, to $215,720.83 leaving an excess of receipts over expenditure of $37,723.39.

The average value of money orders issued in Canada, including both the local and foreign classes, and the average commission received thereon are shown in the following statement embracing the past eleven years :—

	Average value of Orders issued.	Average commission received.
1896	$ 11 56	9·42 cents.
1897	11 17	9·063 "
1898	12 46	9·371 "
1899	13 63	10·095 "
1900	15 08	10·908 "
1901	15 51	10·651 "
1902	16 28	9·204 "
1903	16 10	9·285 "
1904	15 86	9·417 "
1905	16 81	10·054 "
1906	17 11	10·459 "

APPENDIX C—*Continued.*

The following statement shows the receipts and expenditure for the year :—

Receipts.

Commission from public		$ 227,845 77
Profit in exchange with other countries		21,848 65
Void money orders issued between 1st July, 1904 and 31st March, 1905		3,749 80
		$ 253,444 22

Expenditure.

Salaries at head office, Ottawa :—		
Permanent clerks	$43,696 97	
Temporary clerks	8,853 80	
		$ 52,550 77
Approximate cost of clerical force employed at money order duties in city offices		39,000 00
Commission paid to postmasters at country offices		98,210 05
Balance of commission paid other countries		18,040 72
Printing and stationery for head office	$ 1,301 85	
One typewriter and cabinet	125 00	
		1,426 85
Financial papers and journals		16 00
Printing, stationery, date stamps, etc., outside service		6,476 44
		$ 215,720 83
Excess of receipts over expenditure		$ 37,723 39

APPENDIX C—*Continued.*

MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended June 30th, 1906

	Number of Orders.	Amount.	Total.
		$ cts.	$ cts.
Total number and amount of Money Orders issued in—			
Ontario	877,607	13,675,198 33	
Quebec	381,112	6,738,405 53	
Nova Scotia	227,983	3,338,281 51	
New Brunswick	94,370	1,555,231 43	
Prince Edward Island	15,225	259,657 07	
Manitoba	204,082	4,033,928 30	
Saskatchewan	103,116	2,061,006 87	
Alberta	83,857	1,395,301 72	
British Columbia	175,943	3,605,314 24	
Yukon	15,254	693,348 37	
Total number and amount of Money Orders issued	2,178,549		37,355,673 37
Total number and amount of Money Orders paid in—			
Ontario	900,043	13,800,006 31	
Quebec	382,147	6,717,276 98	
Nova Scotia	149,525	2,664,087 65	
New Brunswick	83,786	1,526,937 74	
Prince Edward Island	16,078	314,176 49	
Manitoba	183,239	3,891,949 66	
Saskatchewan	40,163	1,083,098 87	
Alberta	34,037	819,256 74	
British Columbia	79,043	1,910,386 04	
Yukon	1,864	82,696 26	
Total number and amount of Money Orders paid	1,869,925		32,809,872 74
Total amount of Money Orders issued and paid			70,165,546 11

APPENDIX C—*Continued.*

MONEY ORDERS.

The number of offices situated in each of the several provinces of the Dominion on the 30th June, of each year for the past seven years was as follows :—

	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Ontario	830	843	885	898	917	991	1,046
Quebec	386	399	485	509	543	629	663
Nova Scotia	209	211	221	229	253	264	272
New Brunswick	134	137	137	137	139	151	158
Prince Edward Island	19	21	23	24	26	33	33
Manitoba	106	112	126	130	136	162	180
Northwest Territories	59	63	70	75	82	110	
Saskatchewan							108
Alberta							56
British Columbia	103	115	115	118	129	145	150
Yukon	1	3	4	5	9	9	10
Total	1,847	1,904	2,066	2,125	2,214	2,494	2,676

The number of money orders issued in each of the provinces during the past six years is shown in the following statement :—

	1900-1901.	1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.
Ontario	546,860	655,471	735,481	798,448	806,308	877,607
Quebec	157,766	210,652	253,492	297,202	329,033	381,112
Nova Scotia	139,573	170,091	193,843	214,236	204,723	227,983
New Brunswick	61,019	72,559	80,101	87,543	88,388	94,370
Prince Edward Island	9,179	11,724	13,040	14,320	13,761	15,225
Manitoba	64,821	104,766	136,261	160,981	173,194	204,082
Northwest Territories	39,920	59,112	86,651	113,180	131,681	
Saskatchewan						103,116
Alberta						83,857
British Columbia	112,351	134,499	145,295	163,016	159,883	175,943
Yukon	19,535	27,255	24,541	20,307	17,159	15,254
Total	1,151,024	1,446,129	1,668,705	1,869,233	1,924,130	2,178,549

The total sums received in each province for money orders issued during the same years were as follows (cents omitted) :—

	1900-1901.	1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.
Ontario	$7,705,065	$9,347,038	$10,575,103	$11,495,293	$12,315,191	$13,675,198
Quebec	2,528,416	3,460,116	4,248,119	4,997,871	5,702,802	6,738,405
Nova Scotia	2,002,531	2,455,330	2,795,685	3,050,530	2,958,799	3,338,281
New Brunswick	926,226	1,100,059	1,221,593	1,347,418	1,410,827	1,555,231
Prince Edward Island	136,020	176,287	202,687	232,855	237,220	259,657
Manitoba	1,025,190	1,949,597	2,603,237	2,903,959	3,456,425	4,033,928
Northwest Territories	647,192	1,049,556	1,476,920	1,822,408	2,439,394	
Saskatchewan						2,061,007
Alberta						1,395,302
British Columbia	1,951,289	2,383,669	2,518,225	2,925,188	3,029,673	3,605,314
Yukon	1,034,328	1,627,750	1,226,633	877,289	799,144	693,348
Total	$17,956,257	$23,549,402	$26,868,202	$29,652,811	$32,349,475	$37,355,673

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to June 30, 1906.

Year.	Austria.		Belgium.		Denmark, Iceland & Faroe Islands.		France.		Germany.		Hungary.		Italy.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868														
1869														
1870														
1871														
1872														
1873														
1874														
1875														
1876														
1877														
1878														
1879														
1880														
1881														
1882														
1883														
1884			†929	†1,295			++	++	16,100	5,612			11,482	592
1885			1,146	3,333			8,724	5,107	23,039	7,137			23,273	620
1886			2,113	4,550			16,720	18,475	29,425	7,447			30,362	865
1887			3,726	4,686			20,409	12,717	40,318	9,700			48,000	1,331
1888			7,305	3,812			27,077	13,656	39,797	9,792			31,478	1,517
1889			15,876	4,937			31,719	13,833	30,929	10,518			32,044	1,654
1890			15,764	4,743			33,190	17,675	34,093	9,804			39,636	1,067
1891			11,474	8,654			38,275	22,983	31,265	10,452			48,761	939
1892			15,303	9,260			39,420	30,879	31,370	10,262			57,528	971
1893			12,753	11,358			37,736	29,266	34,491	13,295			48,671	851

1894			18,357	13,223			41,279	29,281	34,271	15,469			51,885	469
1895			11,957	13,734			39,792	27,570	29,162	15,629			26,829	1,291
1896			8,966	11,387			39,537	32,800	30,257	15,579			27,715	1,434
1897			8,311	13,470			37,860	28,654	31,212	15,433			30,715	1,533
1898			15,792	10,482			43,019	24,008	30,055	17,184			27,159	253
1899			11,436	14,445			43,768	26,801	28,650	19,632			29,807	1,323
1900			10,855	9,832			47,344	27,508	32,826	18,218			59,999	842
1901			11,356	12,470			51,860	32,390	38,980	16,587			106,145	818
1902			15,464	12,082			54,505	32,657	40,805	14,224			223,098	2,273
1903			17,392	11,523			71,180	33,760	52,907	15,660			305,513	2,710
1904	*80,551	*7,816	29,932	15,618			75,555	52,598	58,702	24,067			546,283	4,728
1905	557,007	28,277	46,387	24,121			90,059	61,826	53,139	25,497	§102,474	§6,133	768,320	5,944
1906	783,131	39,983	53,149	33,050	††2,814	††2,619	104,825	72,902	67,354	28,264	218,281	18,550	1,028,094	5,211

*Three months' business only, from April 1, 1904 to June 30. †Nine months' business only, from October 1, 1883. ††From April 1, 1906. ‡Eight months' business only, from November 1, 1884. § Seven months' business only, from December 1, 1904.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to June 30, 1906.

Year ended June 30.	JAPAN.		NORWAY.		SWEDEN AND FINLAND.		SWITZERLAND.		UNITED KINGDOM.		UNITED STATES.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$
1868									389,796	87,437		
1869									367,092	94,308		
1870									415,393	110,585		
1871									474,376	121,644		
1872									577,443	142,301		
1873									665,407	156,888		
1874									661,501	171,487		
1875									572,246	174,160		
1876									491,363	194,680	212,135	156,134
1877									409,474	188,116	276,821	207,889
1878									383,808	189,082	328,264	246,586
1879									361,940	176,067	335,200	308,556
1880									397,589	181,561	420,966	494,637
1881									430,686	175,461	610,094	807,372
1882									550,150	170,304	781,167	1,003,079
1883									827,200	196,467	1,023,548	1,015,358
1884							3,804	696	862,822	257,738	1,190,852	959,691
1885							3,643	1,069	769,679	299,563	1,288,245	820,046
1886							3,702	1,356	753,743	294,484	1,232,000	861,347
1887							3,069	1,661	837,146	304,115	1,262,382	1,096,363
1888							3,920	2,007	958,001	328,674	1,297,734	1,283,094
1889							3,255	2,460	1,033,331	364,657	1,391,743	1,261,103
1890	*1,110	*384					4,247	3,523	1,000,460	383,263	1,471,946	1,332,196
1891	5,069	699					5,090	2,963	975,378	381,452	1,469,819	1,465,904
1892	8,707	1,103					6,088	3,075	937,679	393,289	1,478,102	1,515,210
1893	8,997	507					5,025	705	845,930	412,588	1,461,304	1,645,142

1894	19,203	1,108	..	..	..	..	5,251	2,342	909,273	458,703	1,634,750	1,451,817
1895	31,764	1,812	..	..	..	..	4,921	1,668	818,384	487,912	1,443,419	1,352,986
1896	61,704	932	..	..	..	..	4,089	2,691	775,866	479,104	1,365,827	1,510,695
1897	54,619	930	..	..	..	..	4,316	1,627	744,886	495,585	1,354,196	1,605,989
1898	75,870	1,627	..	..	..	..	4,623	1,554	793,615	523,626	1,393,285	1,492,868
1899	93,592	1,386	..	..	..	..	5,878	1,957	819,647	524,665	1,376,598	1,544,321
1900	210,872	1,554	..	..	..	..	8,491	1,848	928,665	505,757	1,680,617	1,804,830
1901	150,407	2,302	..	..	..	..	16,155	2,203	1,023,039	519,497	2,118,295	1,909,168
1902	304,179	1,574	..	..	..	..	16,181	1,537	1,172,580	552,231	3,173,310	2,866,183
1903	291,865	3,954	†12,242	†757	..	..	23,890	2,867	1,497,414	636,034	3,682,312	3,783,945
1904	259,908	4,543	66,012	3,852	..	..	33,474	3,023	2,209,742	761,482	4,422,010	4,167,641
1905	295,359	5,462	73,621	5,584	‡100,557	‡12,778	19,912	5,649	2,180,446	863,951	4,500,884	4,401,199
1906	447,567	13,903	100,635	8,592	159,388	16,516	12,295	4,073	2,745,587	994,425	5,333,519	5,126,144

* Nine months' business from October 1, 1889. † From March 1, 1903. ‡ Nine months' business from October 1, 1904. || Including all British Possessions and certain foreign countries between which and Canada there is no direct exchange of Money Orders.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other British Possessions.

Year ended June 30.	Barbados.		Bermuda.		British Guiana.		Cape of Good Hope.		Fiji.		Grenada.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$
1868												
1869												
1870												
1871												
1872												
1873												
1874												
1875												
1876												
1877												
1878												
1879												
1880												
1881												
1882												
1883												
1884												
1885												
1886												
1887												
1888												
1889												
1890												
1891												
1892	801	3,006										

1893	952	3,078	*516	*411	*19	*1,531						
1894	716	3,162	1,117	1,208	105	1,840						
1895	769	4,453	2,322	1,501	128	2,382						
1896	1,289	4,510	2,470	2,537	400	1,624			126			
1897	1,334	5,777	1,343	2,701	276	2,466			31			
1898	1,752	5,433	1,007	3,001	182	1,900			32	12		
1899	1,570	5,524	1,260	3,376	238	1,901			125	36		
1900	1,662	8,491	585	3,347	217	2,513			122	59		
1901	1,940	8,016	1,013	2,486	318	1,637			27			
1902	2,410	9,312	1,595	2,189	177	2,138			84	8		
1903	2,753	10,867	1,960	2,625	653	2,997	†533	†2,154	88	397		
1904	4,215	10,257	1,306	3,790	512	3,102	2,884	7,502	398	1,095		
1905	4,565	6,944	1,864	6,106	840	4,710	2,561	6,476	61	904	‡222	‡624
1906	6,463	4,655	1,838	5,042	2,176	4,717	3,721	6,911	109	1,302	3	1,048

* Six months' business from January 1, 1893. † From April 1, 1903. ‡ From October 1, 1904.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other British Possessions.

Year ended June 30.	Hong-Kong.		Jamaica and Turks Island.		Leeward Islands.		Newfoundland.		New South Wales.		New Zealand.		Orange River Colony.		Queensland.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868							3,321	3,142								
1869							3,246	6,514								
1870							5,246	7,328								
1871							4,321	5,049								
1872							3,656	4,928								
1873							4,799	3,807								
1874							5,753	6,014								
1875							7,197	6,930								
1876							5,305	8,499								
1877							5,699	12,280								
1878							6,245	23,076								
1879							5,061	21,509								
1880							3,570	22,452								
1881							4,883	19,901								
1882							4,309	20,644								
1883							5,415	24,448								
1884			777	4,039			5,291	29,150								
1885			696	6,481			6,652	37,863								
1886			718	8,557			6,467	40,092								
1887			1,527	15,509			11,997	42,114								
1888			1,035	18,462			22,177	51,482								
1889			1,101	19,847			24,055	63,814								
1890			1,712	10,450			26,942	73,555								
1891			1,722	5,344			28,265	73,545								
1892	3,162	324	1,827	10,781	*2	*515	22,247	88,124								

1893	3,888	731	1,404	5,952	398	4,672	21,949	127.389								
1894	4,856	619	1,166	6,207	693	5,141	19,2 8	220,234								
1895	4,047	801	1,315	6,034	265	3,117	20,306	123,070								
1896	4,557	1,020	1,511	5,674	438	2,717	16,795	138,770	4,857	2,970	3,512	3,735			1,007	1,368
1897	3,712	572	1,743	8,899	649	2,663	18,811	43,397	3,956	3,862	2,728	3,425			528	2,173
1898	3,306	598	1,677	17,750	499	1,837	27,960	43,761	5,346	4,939	3,536	4,802			1,348	1.384
1899	1,749	629	1,684	11,711	679	2,573	33,612	44,924	5,501	2,434	4,661	4,380			1,197	2,295
1900	1,293	1,190	1,466	12,665	2,006	1,502	53,646	50,512	4,480	4,543	7,108	5,463			1,709	2,285
1901	1,871	1,229	1,673	6,766	1,156	3,871	78,509	53,503	10,545	5,972	8,283	6,036			2,923	2,780
1902	1,310	1,423	2,137	3,979	1,237	2,886	91,364	51,242	6,215	4,769	9,534	8,433			3,323	1,675
1903	1,906	1,981	1,898	4,098	1,310	3,016	129,802	61,098	6,897	6,127	7,604	9,419			2,288	2,290
1904	2,903	1,575	2,518	6,004	899	3,616	119,706	75,231	7,717	6,066	11,022	9,066			2,829	3,070
1905	4,296	1,397	3,158	8,033	953	3,791	100,650	76,668	8,988	5,292	10,490	9,253			3,464	1,598
1906	4,858	1,712	2,891	4,066	1,241	10,419	103,732	77,423	10,173	6,814	10,350	10,890	†199	1,569	3,514	1,412

* Three months' business only, from April 1, 1892. † From 1st Oct. 1905.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other British Possessions—*Concluded.*

Year ended June 30.	St. Lucia.		St. Vincent.		South Australia.		Tasmania.		Transvaal.		Trinidad.		Victoria.		West Australia.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868																
1869																
1870																
1871																
1872																
1873																
1874																
1875																
1876																
1877																
1878																
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1887																
1888																
1889																
1890																
1891																
1892																
1893																
1894																

1895																
1896					476	436	243	293					3,004	2,665		
1897					687	396	342	450					2,866	3,790		
1898					475	583	896	244					3,445	3,024		
1899					612	2,067	888	371					3,199	2,769		
1900					576	1,949	1,682	288					3,170	3,139		
1901					786	1,816	2,158	244					4,520	3,043		
1902					599	1,626	1,773	587					4,477	2,765		
1903					427	1,538	696	338	256		131	2,132	5,436	2,229		
1904					1,228	401	503	504	1,652	12,455	528	4,983	3,342	3,034		
1905	*33	*443	*95	*758	1,287	858	540	503	2,171	10,799	563	7,632	4,091	3,190		
1906	36	732	313	3,206	1,052	505	3,110	696	3,331	13,702	766	8,791	5,458	3,502	‡142	355

* Nine months' business from October 1, 1904. ‡ Five months' business from February 1 1906.

APPENDIX C—*Continued.*

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1905.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where payable.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses, sustained in conducting the Money Order system.
				In Canada.	In Other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	.....
1872	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92
1874	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21
1877	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	*a*73,035 92	58 85
1884	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	*b*87,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 92	73,592 86	*c*83,211 35	4,295 59
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14
1888	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85
1889	990	673,813	11,265,919 95	8,692,418 91	2,573,501 04	1,756,944 74	92,047 98	*	*
1890	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	96,067 40	.....	.....
1891	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	100,066 80	.....	.....
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,886 85	102,462 61	.....	.....
1893	1,168	967,866	12,902,975 61	10,404,857 08	2,498,118 53	2,269,635 29	103,927 34	.....	.....
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,224,343 66	108,024 13	.....	.....
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,055,984 14	107,084 82	.....	.....
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,124,553 44	106,543 67	.....	.....
1897	1,349	1,162,209	12,987,230 88	10,680,835 19	2,306,395 69	2,245,467 05	105,332 57	.....	.....

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1905—*Concluded.*

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where payable.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses, sustained in conducting the Money Order system.
				In Canada.	In other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1898	1,739	1,164,857	14,518,480 22	12,082,658 34	2,435,821 88	2,162,971 34	109,163 94	.....	.....
1899	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34	.....	.....
1900	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44	.....	.....
1901	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,592,845 08	122,598 49	.....	.....
1902	2,066	1,446,129	23,549,402 07	18,423,034 57	5,126,367 50	3,575,803 00	133,106 38	.....	.....
1903	2,125	1,668,705	26,868,202 38	20,761,077 94	6,107,124 44	4,604,527 95	154,946 64	.....	.....
1904	2,214	1,869,233	29,652,811 42	21,706,474 41	7,946,337 01	5,197,121 59	176,031 66	.....	.....
1905	2,494	1,924,130	32,349,475 68	23,410,484 54	8,938,991 14	5,602,256 70	193,464 82	.....	.....
1906	2,676	2,178,549	37,355,673 37	26,133,565 05	11,222,108 32	6,533,200 88	227,845 77	.....	.....

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in the money order duties ; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b.* Including the amount of the 'Void' orders of the previous years. *c.* Including payment for services partly chargeable to preceding year. * Under the system of accounts introduced July 1, 1888, these items cannot be given separately.

APPENDIX C—*Continued.*

EXCHANGE of Money Orders between Canada and other Countries for the years of 1904-1905 and 1905-1906, was as follows :—

	Issued in Canada.				Payable in Canada.			
	Number. 1905.	Number. 1906.	Amount. 1905.	Amount. 1906.	Number. 1905.	Number. 1906.	Amount. 1905.	Amount. 1906.
			$ cts.	$ cts.			$ cts.	$ cts.
Austria	20,753	27,160	557,007 28	783,131 50	608	755	28,277 23	39,983 28
Barbados	406	601	4,565 06	6,463 30	326	228	6,944 64	4,655 49
Belgium	2,119	2,494	46,387 23	53,149 06	627	719	24,121 46	33,049 55
Bermuda	141	127	1,864 11	1,837 98	349	288	6,106 51	5,042 17
British Guiana	96	174	840 23	2,175 74	269	345	4,710 45	4,717 02
Cape of Good Hope	135	179	2,561 01	3,720 72	352	328	6,476 57	6,910 75
* Denmark	.....	149	.....	2,813 57	.....	71	.....	2,619 07
Fiji	12	7	60 90	108 52	37	49	904 16	1,301 67
France	9,156	10,999	90,059 46	104,825 22	3,093	3,278	61,826 30	72,902 47
Germany	3,315	3,710	53,138 56	67,353 66	909	998	25,496 97	28,264 20
Grenada	5	4	222 59	2 87	30	60	624 05	1,048 13
Hong Kong	190	217	4,296 06	4,857 70	93	118	1,397 73	1,711 98
Hungary	2,853	5,490	102,474 35	218,281 48	125	304	6,132 84	18,550 17
Italy	19,951	20,884	768,319 55	1,028,093 82	163	181	5,943 85	5,210 82
Jamaica	247	198	3,158 20	2,855 28	278	205	8,033 95	4,060 20
Japan	8,533	9,507	295,359 42	447,567 33	215	338	5,462 46	13,903 08
Leeward Islands	76	123	953 13	1,241 05	158	308	3,791 01	10,419 07
Newfoundland	7,846	6,429	100,650 03	103,732 09	5,554	5,986	76,668 11	77,422 70
New South Wales	468	500	8,988 62	10,173 44	325	345	5,292 37	6,813 82
New Zealand	420	422	10,490 23	10,349 65	560	577	9,252 94	10,389 90
Norway	2,881	3,826	73,621 09	100,634 83	161	185	5,584 32	8,592 39
† Orange River Colony	.....	14	.....	199 10	.....	54	.....	1,568 74
Queensland	166	169	3,464 23	3,514 08	86	78	1,598 48	1,412 20
St. Lucia	4	2	33 33	36 00	28	40	443 22	731 54
St. Vincent	7	22	95 00	313 24	25	64	758 20	3,205 59
South Australia	56	55	1,287 26	1,052 10	55	41	858 10	504 78
Sweden	3,998	5,959	100,557 10	159,388 12	250	339	12,777 77	16,515 62
¶ Switzerland	1,582	783	19,912 11	12,294 92	216	185	5,649 01	4,073 11
Tasmania	61	111	540 74	3,109 96	35	36	503 56	696 13
Transvaal	87	130	2,171 08	3,330 96	489	550	10,799 17	13,701 80

Trinidad	49	69	563 38	765 55	245	284	7,632 60	8,791 39
‡ Turks Island	.....	3	.....	35 71	.....	1	.....	5 93
ll United Kingdom	190,158	245,574	2,180,446 17	2,745,586 71	48,171	52,774	863,951 53	994,425 33
United States	369,691	407,013	4,500,884 23	5,333,513 83	321,620	366,609	4,401,198 86	5,126,144 44
Victoria	255	284	4,091 50	5,457 60	232	210	3,190 65	3,501 64
§ West Australia	.....	13	.....	141 63	.....	23	.....	354 71
Total	645,717	753,401	8,939,063 24	11,222,108 32	385,684	436,954	5,602,409 07	6,533,200 88

.* Three months' business with Denmark from April 1, 1906. † Nine months' business with Orange River Colony from October 1, 1905. ‡ Nine months business with Turk's Island from October 1, 1905. ll Including all British Possessions and certain foreign countries between which and Canada there is not a direct exchange of Money Orders (excepting Bulgaria, Servia and Greece). § Five months' business with Western Australia from February 1, 1906. ¶ Including Bulgaria and Servia.

APPENDIX C.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes Paid.	Compensation. paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Aberfeldy	124 81	127	3,663 51	15 62	69	613 93	106 04	10 25		1 75	85 00		5 00
Aberfoyle	166 02	172	2,426 87	12 71	77	735 32	293 31	6 85		1 44	80 00		5 00
cAbingdon	116 16										42 00		
Actinolite	189 75	335	3,004 53	20 19	63	1,055 52	172 15	8 66	4 62	78	115 00	9 00	10 00
Acton	2,899 33	1,448	19,166 79	140 41	669	8,630 56	877 42	57 15	8 17	16 39	855 00	11 00	120 00
Addison	225 19	201	5,135 64	23 09	50	691 28	183 94	14 51		2 59	102 00		10 00
Adolphustown	161 10	258	4,254 76	22 05	47	655 28	240 71	12 40	14	2 00	66 00	10 00	5 00
Agincourt	326 55	107	1,694 63	10 41	67	811 10	61 11	4 71		74	150 00		15 00
Ahmic Harbour	457 60	355	9,686 61	42 97	30	1,288 35	180 10	26 88		2 79	200 00		20 00
Ailsa Craig	1,243 14	857	9,618 53	58 54	318	4,019 18	731 21	29 33	2 60	12 29	460 00	20 00	40 00
Alexandria	3,885 16	764	14,505 85	70 65	1,694	42,938 64	2,859 78	50 67	33 32	21 05	a1,191 62	76 00	
Alfred	701 41	357	12,432 25	49 56	215	3,024 14	516 04	36 11	1 36	6 49	306 00		30 00
Alfred Station	87 54	26	918 93	3 63	5	169 00	5 00	2 91		12	42 00		
Algoma Mills	282 70	205	5,577 84	38 45	47	640 91	148 09	15 62	11 02	4 08	125 00		10 00
Algonquin	176 73	147	3,941 86	17 05	46	471 73	103 85	11 00		4 97	90 00	3 00	10 00
Allandale	1,675 97	1,947	27,058 46	164 92	344	4,394 88	835 49	77 47	30 26	4 45	566 00	18 00	60 00
Allenford	464 70	640	13,224 39	61 22	95	1,913 45	296 98	36 60		4 40	190 00	30 00	20 00
Allensville	135 92	140	2,197 71	12 18	35	362 56	16 74	6 13		1 33	55 00		5 00
Alliston	3,240 73	1,643	20,332 19	116 96	873	9,851 25	2,573 59	58 89	51 45	14 32	940 00	9 00	120 00
Alma	371 76	363	6,074 93	30 26	74	828 09	188 94	16 81		4 42	190 00	12 00	20 00
Almonte	5,515 36	2,335	22,787 65	146 06	1,236	17,248 68	2,414 11	72 47	39 67	8 02	a1,677 22	40 00	
Alton	683 32	373	5,986 04	29 59	153	2,824 73	520 06	18 20	5 09	10 84	288 00		30 00
Alvinston	1,770 44	1,362	15,961 15	95 34	691	12,794 84	1,175 75	52 39	10 77	13 06	570 00		60 00
Ameliasburg	224 84	305	5,361 53	26 65	30	384 44	244 65	15 47		1 83	108 00		10 00
Amherstburg	3,073 48	835	14,228 42	76 48	1,085	22,176 69	1,251 23	81 74	31 04	12 37	a999 05	7 60	
Amigari	314 06	159	2,225 32	11 96	35	1,546 69	23 56	9 74		1 92	150 00		15 00
Ancaster	726 27	861	9,531 60	56 07	182	3,013 80	405 03	28 36	13 18	1 87	290 00		30 00
Angus	505 51	352	5,985 85	28 13	155	1,879 98	527 56	17 48	14 71	4 38	200 00	5 00	20 00

Appin	475 37	421	7,569 46	36 71	139	1,479 61	217 01	22 16	2 99	5 24	200 00	24 00	20 00
Apple Hill	452 01	216	3,750 83	18 40	65	1,557 27	129 00	10 87	.....	5 34	214 00	b10 83	22 50
Apsley	375 31	322	10,204 96	42 40	63	1,166 21	206 72	28 35	6 26	6 60	150 00	7 00	15 00
Arden	574 68	861	11,527 94	62 29	98	1,366 74	457 13	32 68	35 42	6 05	230 00	10 00	25 00
Arkona	957 61	1,089	10,378 28	65 13	292	4,227 74	801 45	31 59	10 22	5 92	394 00	20 00	40 00
Arkwright	155 55	254	3,620 57	18 49	57	809 99	184 96	10 53	.. ....	1 11	70 00	.....	5 00
Armow	257 25	191	2,338 68	13 41	34	397 19	39 06	6 52	.....	1 34	55 00	.....	5 00
Arnprior	6,464 98	2,514	34,080 18	225 55	1,382	21,046 69	2,957 47	100 36	54 35	26 42	a1,910 91	33 00	.....
Arthur	2,308 56	830	15,320 64	78 05	749	10,593 42	2,104 68	48 27	10 10	24 73	735 00	40 00	100 00
Arva	164 24	97	2,254 31	10 02	36	353 02	119 15	6 43	.....	0 96	60 00	.....	5 00
Ashburn	199 84	212	4,262 69	21 51	57	1,198 05	56 05	11 88	.. ..	3 32	96 00	.....	5 00
Ashton	303 80	123	1,840 81	9 98	42	562 47	139 97	5 41	.....	2 92	120 00	36 00	10 00
Ashworth	55 95	80	2,141 04	9 30	21	206 55	52 68	6 15	0 74	1 03	44 50	.....	2 50
Athens	1,908 35	1,776	21,964 74	121 06	534	8,898 78	1,698 18	63 85	1 80	17 08	620 00	23 00	80 00
Atherley	376 98	65	480 87	3 44	58	1,467 59	178 08	2 40	.....	1 40	190 00	.....	20 00
Atwood	1,140 24	1,699	33,317 21	153 41	316	5,571 21	731 99	93 77	9 79	5 83	415 00	33 00	40 00
Auburn	422 29	977	21,576 77	95 31	204	2,839 98	506 94	60 75	10 13	2 25	176 00	18 00	15 00
Aultsville	750 88	1,331	23,495 88	115 61	394	5,813 23	485 06	69 89	18 51	5 62	318 00	10 00	35 00
Aurora	3,133 87	1,099	19,139 38	99 59	1,295	23,702 19	3,720 33	59 09	19 69	26 22	1,040 00	90 00	140 00
Avening	204 95	135	3,069 30	14 19	87	1,316 13	211 18	8 78	.....	3 48	90 00	.. ..	7 50
Avonmore	1,123 54	922	7,986 87	52 27	326	12,596 71	521 83	23 16	....	5 01	400 00	5 00	40 00
Aylmer, West	5,330 36	974	14,735 67	78 65	1,664	24,911 81	4,974 67	52 53	4 12	35 54	1,460 00	74 00	200 00
Ayr	1,889 65	391	7,360 85	41 33	422	6,217 86	1,094 21	21 73	8 33	18 04	600 00	16 00	80 00
Ayton	942 37	1,002	10,881 49	66 64	430	5,347 99	949 01	32 05	11 14	8 29	458 00	3 00	50 00
Baden	826 16	857	12,257 22	66 02	247	4,124 25	412 50	35 45	29 52	6 04	380 00	85 00	37 50
Bailieboro	280 27	338	5,521 17	28 89	77	1,885 56	145 86	15 81	.....	3 10	120 00	.....	10 00
Bainsville	306 78	379	7,271 20	34 66	54	716 59	180 20	20 23	.....	2 71	130 00	3 00	12 50
Bala	1,423 64	1,659	50,089 41	315 89	316	5,781 91	391 49	141 61	3 45	4 66	300 00	18 00	30 00
Ballycroy	87 02	152	2,370 09	11 85	6	55 46	66 29	6 50	.....	0 69	56 00	.....	5 00
Baltimore	251 11	190	3,159 69	16 87	45	1,012 71	121 27	8 78	.....	6 96	102 00	.....	10 00
Bancroft	1,757 90	944	17,194 45	91 91	316	4,857 35	1,209 83	49 03	20 27	12 90	585 00	28 00	80 00
Bannockburn	286 05	151	2,760 02	12 80	33	545 11	78 31	8 17	.....	1 68	118 00	.....	10 00
Barrie	12,938 47	2,519	32,258 74	215 28	3,221	57,225 67	7,991 53	112 50	69 57	48 60	a3,351 59	84 00	.....
Barriefield	274 09	.....	.....	.....	6	110 89	10 50	.....	.....	0 10	100 00	.....	10 00
dBarrow Bay	136 67	114	2,997 25	13 26	12	111 50	62 73	8 23	.....	2 40	79 00	.....	7 50
Barry's Bay	528 93	171	3,412 31	16 57	75	1,222 51	248 63	9 54	.....	5 50	212 00	3 00	20 00
Bartonville	154 54	77	734 98	4 76	41	492 19	105 75	2 11	.....	1 56	72 50	.....	5 00
eBarwick	416 51	128	1,849 25	9 91	44	350 37	94 20	5 09	.....	2 54	177 96	3 75	15 00
Bath	594 71	780	17,820 47	78 29	292	3,598 60	547 18	53 75	23 48	9 74	250 00	80 00	25 00
Bayfield	559 01	952	13,971 99	70 96	229	5,527 69	462 38	45 59	29 08	1 81	260 00	.....	25 00
Baysville	333 08	417	5,200 03	30 18	152	2,682 75	539 98	16 11	5 21	5 07	146 50	14 00	15 00
Beachburg	628 70	655	11,449 51	56 51	135	2,737 70	344 32	31 89	3 54	4 78	265 00	.....	15 00
Beachville	584 96	484	6,773 12	40 07	212	2,027 99	634 17	20 38	2 03	3 08	212 00	.....	20 00
Bealton	164 83	162	3,631 29	16 95	10	105 95	62 11	10 18	.....	1 99	65 00	.....	5 00
Beamsville	2,182 61	1,577	17,846 30	109 47	767	9,613 95	2,168 38	54 10	15 94	14 77	690 00	40 00	100 00
Beaumaris	603 97	228	3,880 58	21 24	54	1,642 59	142 40	12 06	.....	4 17	216 00	.....	20 00
Beaverton	2,052 38	2,001	31,603 88	177 35	452	9,472 65	1,571 43	89 67	19 94	16 20	640 00	.....	80 00
Becher	88 83	160	2,671 30	13 64	80	1,444 52	63 14	9 24	.....	0 66	56 00	1 00	5 00

a Including commission on box rents. *b* Including 83 cents arrears. *c* Accounting from June 1, 1906. *d* Accounting from October 1, 1905. *e* Accounting from February 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bedford Park	188 70	74	914 98	8 32	34	608 75	45 50	3 54	.....	1 29	72 00	.....	5 00
Beechwood	86 09	45	1,163 22	5 03	11	119 68	48 85	3 45	.....	0 63	44 00	.....	.....
Beeton	2,668 72	1,034	11,914 83	71 34	388	6,248 65	875 44	34 32	.....	7 57	872 00	.....	120 00
Belfountain	189 27	249	3,604 97	19 02	71	1,332 15	309 11	10 58	12 67	2 35	96 00	.....	5 00
Belgrave	556 83	259	5,245 02	24 23	141	1,384 95	254 44	15 11	.....	6 72	280 00	8 00	25 00
Belhaven	205 99	622	42,418 88	135 76	67	1,343 65	86 29	117 20	0 41	4 88	120 00	.....	10 00
Belle River	346 47	748	15,245 30	70 34	102	1,185 12	216 87	43 07	22 88	1 55	177 50	3 00	17 50
Belleville	18,324 99	3,483	46,629 60	281 81	5,203	86,876 25	14,204 74	.....	.....	.....	b4,616 44	.....	.....
Belleville Station	957 60	576	8,163 45	44 21	57	970 63	70 45	22 65	2 57	2 44	332 69	.....	36 66
Bell's Corners	133 67	75	1,579 95	9 12	78	1,207 36	32 61	4 49	.....	1 41	56 00	.....	5 00
Belmont	712 42	248	4,214 67	21 58	150	2 059 25	239 42	12 75	.....	5 85	276 00	.....	30 00
Belwood	477 71	444	8,878 12	41 92	166	2,492 84	334 68	24 94	4 37	3 64	220 00	11 00	20 00
Benmiller	135 46	215	4,139 56	20 46	62	504 71	128 93	11 57	.....	1 84	60 00	.....	5 00
Berkeley	257 94	60	1,406 39	6 25	55	721 33	215 07	3 89	.....	4 90	120 00	28 00	10 00
Berlin	23,008 11	4,756	43,140 22	323 10	5,410	67,629 96	9,240 94	.....	.....	.....	4,153 43	.....	.....
Bervie	244 81	260	3,872 10	19 69	73	1,400 91	162 40	10 77	.....	2 85	105 00	.....	10 00
Berwick	249 34	240	3,151 67	17 13	50	481 35	118 74	8 93	.....	1 63	120 00	4 00	10 00
Bethany	422 63	277	3,371 02	19 11	85	2,021 37	261 81	9 61	6 58	2 78	200 00	.....	20 00
dBillings' Bridge	452 96	83	1,463 70	7 90	9	61 59	70 60	4 02	.....	0 68	152 00	.....	15 00
Biscotasing	567 14	102	2,349 89	11 29	32	871 92	69 14	6 45	.....	1 96	209 00	.....	22 50
Bishop's Mills	259 83	246	7,178 01	30 05	114	2,719 69	145 66	23 37	21 00	5 68	103 50	.....	10 00
Bismark	295 75	212	7,262 96	26 13	13	124 51	71 56	19 97	.....	2 91	125 00	.....	10 00
Blackstock	357 52	472	7,926 07	39 89	120	1,674 96	156 51	21 97	1 52	3 00	182 00	5 00	20 00
Blair	265 23	37	815 03	3 39	7	133 25	76 35	2 22	.....	1 78	130 00	.....	10 00
Blenheim	2,920 05	1,793	15,635 19	105 66	739	8,673 64	1,653 86	51 67	0 72	7 01	870 00	80 00	120 00
Blezard Valley	243 84	276	5,105 81	25 25	22	867 61	103 75	12 95	.....	2 10	104 00	c15 00	10 00
Blind River	2,888 79	2,635	41,308 86	236 46	360	6,563 79	485 82	115 45	26 08	15 53	790 00	.....	100 00
Bloomfield	904 37	622	7,532 41	46 20	214	1,600 35	421 98	22 06	5 04	9 51	360 00	16 00	40 00
Bluevale	338 48	392	6,240 06	31 30	133	2,237 99	283 26	17 44	.....	1 98	144 00	.....	15 00
Blyth	1,687 71	896	13,675 46	74 29	408	7,934 42	738 99	39 67	9 99	10 94	560 00	14 00	60 00
Blytheswood	187 00	385	3,829 27	23 69	59	1,062 98	80 90	11 27	.....	0 32	92 00	5 00	10 00
Bo bcaygeon	1,736 78	1,142	17,864 23	97 06	394	9,620 11	677 86	53 05	33 09	11 22	595 00	12 00	80 00

*d*Bognor	325 61	14	405 98	1 70	3	86 50	56 18	1 25	.....	1 65	134 00	.....	15 00
Bolton	1,764 86	793	20,715 14	95 22	403	7,664 77	737 62	59 17	57 53	12 47	525 00	22 00	60 00
Bondhead	343 02	391	10,160 82	46 09	117	1,364 41	377 45	28 19	8 41	6 39	150 00	.....	15 00
Bonfield	534 05	600	12,447 49	63 81	134	2,483 62	256 00	34 30	.....	10 64	230 00	3 00	20 00
Bornholm	163 34	252	3,632 48	19 49	20	544 07	69 14	10 01	.....	1 29	80 00	12 00	5 00
Bothwell	1,644 34	1,539	18,276 77	102 07	491	8,628 47	1,113 48	55 69	31 86	8 51	600 00	160 00	100 00
Bowmanville	5,733 33	736	8,918 62	62 85	1,285	15,740 68	2,857 68	36 13	17 73	34 90	*a*1,768 41	120 00	.....
Bracebridge	6,190 79	2,650	45,587 05	310 19	1,318	18,843 83	4,793 87	132 51	54 65	46 55	1,670 00	94 00	240 00
Bracondale	302 79	96	772 40	9 73	22	259 29	101 89	2 63	.....	1 03	132 00	.....	10 00
Bradford	2,323 18	505	10,208 86	54 26	673	9,501 79	1,671 35	31 63	7 40	16 82	760 00	.....	100 00
Braeside	1,129 85	248	4,407 59	23 39	69	1,397 97	140 06	12 55	.....	4 50	390 00	.....	40 00
Brampton	6,771 23	534	10,454 01	71 58	1,908	28,480 31	4,965 45	38 63	21 31	33 87	*a*2,029 60	22 00	.....
Brantford	48,510 02	5,935	77,608 97	583 77	15,623	296,946 64	19,532 99	.....	.....	.....	7,165 80	.....	.....
Brechin	627 78	1,351	39,159 38	163 96	154	2,769 87	404 16	108 06	12 60	7 34	248 00	18 00	25 00
Brennen	311 28	179	2,583 09	13 34	6	87 36	79 25	7 18	.....	0 74	132 00	.....	10 00
Breslau	222 50	260	2,612 20	15 28	47	1,067 31	132 25	8 58	.....	2 20	110 00	20 00	10 00
Bridgeburg	9,038 97	538	6,610 98	42 76	456	5,485 19	685 17	24 78	27 82	10 84	420 00	20 00	60 00
Brigden	1,477 08	1,012	17,116 18	89 04	512	10,092 46	1,077 13	56 48	9 02	16 66	504 00	24 00	60 00
Bright	607 42	422	5,327 67	32 47	152	2,323 28	288 17	15 55	15 04	5 03	272 00	100 00	27 50
Brighton	2,450 80	820	15,195 45	76 25	662	11,626 98	1,618 63	47 35	3 35	32 83	776 00	136 00	100 00
Brinston's Corners	247 88	260	6,525 35	27 79	33	345 96	153 89	17 97	.....	6 90	102 00	.....	10 00
Brockville	27,819 24	2,991	33,993 86	231 79	5,330	94,200 35	11,097 96	.....	.....	.....	5,567 41	.....	.....
Bronte	448 54	408	4,107 72	27 34	76	1,296 66	88 24	11 64	6 98	1 55	160 00	.....	15 00
Brooklin	893 22	872	16,617 68	81 14	270	3,497 05	430 64	47 20	7 88	4 97	395 00	.....	40 00
Brooksdale	100 28	92	1,507 32	8 65	4	45 57	2 75	4 16	.....	85	40 00	.....	.....
Brougham	371 68	254	5,964 84	26 34	51	913 17	140 73	16 58	6 02	3 23	225 00	28 00	22 50
Brown's Nurseries	3,692 34	1,617	12,323 86	89 55	771	18,178 48	1,555 52	33 94	.....	1 81	1.285 00	.....	180 00
Brownsville	445 96	205	3,335 58	17 71	66	1,319 91	191 91	10 30	.....	7 39	175 00	.....	15 00
Brucefield	432 61	365	5,890 60	29 89	61	1,450 81	145 03	16 42	.....	2 36	185 00	.....	20 00
Bruce Mines	1,279 13	1,306	14,258 82	86 65	271	5,040 82	670 73	41 86	.....	8 99	481 00	42 00	60 00
Brulé Lake Station	387 77	326	4,870 12	25 62	12	222 85	20 75	13 40	.....	1 41	156 00	.....	15 00
Brussels	2,598 88	1,071	16,141 49	81 29	757	12,953 96	1,766 62	49 52	3 69	14 16	798 00	70 00	160 00
Burford	915 40	498	7,411 94	38 67	386	6,140 07	707 02	25 13	3 59	7 40	360 00	28 00	40 00
Burgessville	345 24	433	8,155 51	39 61	182	1,519 18	234 90	24 02	.....	2 49	160 00	22 00	15 00
Burketon Station	192 36	62	1,642 68	7 73	11	463 39	90 36	4 72	.....	1 60	108 00	125 00	10 00
Burk's Falls	2,663 38	2,079	23,047 50	143 96	746	15,301 27	1,579 39	67 56	19 79	23 97	740 00	90 00	100 00
Burlington	2,372 92	741	7,775 54	55 20	501	8,010 96	1,044 36	29 19	13 05	11 30	700 00	18 00	100 00
Burnt River	292 58	161	1,784 95	13 26	34	628 05	102 14	5 09	.....	1 37	110 00	.....	10 00
Burritt's Rapids	344 16	146	2,111 87	10 85	57	810 47	114 30	6 29	.....	4 59	156 00	3 00	15 00
Byng Inlet	897 23	1,107	30,492 17	202 84	113	1,729 86	239 56	84 56	41 92	10 09	340 00	.....	35 00
Cache Bay	857 88	225	3,542 94	17 95	99	1,951 57	189 82	10 74	11 16	6 04	382 00	10 00	40 00
Cairo	191 50	277	3,205 99	18 19	65	880 43	151 15	9 08	.....	96	80 00	.....	5 00
Caistorville	124 99	199	4,115 09	18 56	22	412 08	141 15	9 17	.....	1 03	52 00	.....	5 00
Calabogie	550 53	599	6,009 37	36 61	112	2,447 66	182 18	16 61	.....	2 33	178 50	.....	22 50
Caledon	435 87	413	11,023 58	47 40	158	2,422 96	352 55	30 94	.....	6 35	186 00	7 00	20 00
Caledon East	693 26	413	8,194 37	40 23	217	2,540 60	422 88	23 27	.....	8 99	290 00	.....	30 00
Caledonia	2,003 83	764	12,358 53	65 27	431	8,632 86	1,128 64	38 85	17 83	12 89	616 00	20 00	80 00
Caledonia Springs	221 84	61	734 54	4 32	16	269 53	3 00	2 12	.....	1 00	197 50	2 62	20 00
Callender	823 74	716	6,654 31	45 62	103	1,634 65	252 28	19 05	6 00	6 38	286 00	20 00	30 00

a Including commission on box rents. *b* Including $2.42 arrears. *c* Including $9.80 arrears. *d* Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Cambray	271 45	474	6,870 01	35 69	72	1,356 07	164 40	19 75	1 13	1 85	120 00	.....	10 00
Camden East	406 91	329	6,408 58	31 37	164	1,987 81	531 51	18 63	.....	6 38	188 00	.....	20 00
Camlachie	494 16	358	5,565 03	29 80	88	1,652 04	218 37	15 84	.....	6 00	186 00	.....	20 00
Campbellcroft	216 70	104	1,863 90	8 83	12	84 16	137 76	5 12	.....	1 09	139 00	.....	12 50
Campbellford	4,243 16	1,939	21,736 50	135 01	783	12,385 18	2,032 32	68 44	17 05	19 14	1186 00	8 00	160 00
Campbellville	331 92	460	12,443 52	72 40	76	1,940 31	90 28	35 48	8 40	3 56	156 00	.....	15 00
Canfield	575 88	226	5,820 58	24 94	103	1,712 06	234 18	16 33	8 18	9 14	254 00	66 00	25 00
Cannington	2,438 53	1,113	18,168 24	95 95	687	12,874 13	2,078 36	52 99	2 92	23 54	746 00	70 00	100 00
Cardinal	2,042 91	1,514	15,758 24	94 29	564	6,770 21	730 13	49 92	12 81	10 43	720 00	48 00	100 00
Cargill	830 25	516	6,145 91	35 73	156	3,806 13	355 42	17 16	4 62	5 46	350 00	.....	40 00
Carleton Place	5,810 60	2,394	30,202 03	186 97	1,719	28,228 14	2,735 46	97 52	30 68	27 37	a1,708 22	34 00	.....
Carlingford	122 34	85	1,944 54	8 44	13	182 66	11 70	5 44	.....	1 48	50 00	.....	5 00
Carlsbad Springs	401 09	18	641 98	2 47	17	184 75	66 65	1 75	.....	0 99	170 00	.....	15 00
Carlsruhe	139 08	150	3,045 52	13 56	19	430 79	5 79	8 67	.....	0 89	62 00	.....	5 00
Carlton West	927 71	734	7,546 92	72 63	90	1,278 73	57 25	22 32	.....	0 82	491 00	.....	b45 60
Carp	1,053 64	357	5,625 38	31 35	189	3,597 89	437 57	16 77	.....	6 15	430 00	16 00	40 00
Cartier	486 66	755	15,479 57	98 48	25	308 14	50 35	42 76	.....	1 75	297 00	.....	27 50
Casselman	735 34	1,448	28,264 27	131 23	198	5,718 02	337 22	77 88	11 81	2 42	340 00	34 00	35 00
Castleton	1,014 66	504	10,354 05	48 24	180	1,938 96	546 38	29 59	.....	7 93	408 00	10 00	40 00
Cataraqui	341 92	121	1,712 53	9 50	40	584 50	125 60	5 48	.....	3 20	160 00	.....	15 00
Cayuga	1,865 81	575	12,606 78	59 40	493	6,394 96	993 92	38 32	5 88	23 19	a642 60	24 00	.....
Cedar Dale	451 54	281	4,295 72	27 05	50	477 46	44 45	12 07	.....	4 67	237 50	.....	22 50
Cedar Springs	225 36	199	2,350 52	13 85	30	484 86	113 71	6 96	.....	1 50	124 00	.....	10 00
Centralia	368 02	77	2,129 87	8 94	39	712 29	91 00	6 05	.....	3 67	155 00	22 00	15 00
Centreville	158 11	66	2,213 20	8 06	38	964 95	118 40	6 71	.....	1 83	80 00	.....	5 00
Ceylon	473 95	140	4,357 86	17 69	88	1,122 73	256 37	12 77	0 50	5 02	190 00	16 00	20 00
Chalk River	417 50	531	9,607 92	59 72	67	1,083 28	251 31	26 83	.....	5 82	162 00	3 00	15 00
Chapleau	1,941 60	2,150	48,892 86	255 06	160	3,601 34	374 58	136 38	99 13	6 28	610 00	.....	80 00
Charing Cross	236 95	252	3,711 09	19 51	47	404 67	92 03	10 49	.....	1 10	96 00	7 00	10 00
cCharlton	146 33	64	2,207 18	8 61	8	450 68	119 00	6 34	.....	0 72	30 00	.....	.....
Chatham	27,287 91	3,754	46,649 14	286 08	8,794	145,209 79	24,376 19	213 44	59 79	66 52	a5,871 53	240 00	.....
Chatsworth	924 82	687	11,620 74	59 60	259	4,753 36	844 36	34 54	8 84	13 02	376 00	196 00	40 00

Cheapside	254 73	28	1,106 73	4 19	51	749 86	69 00	3 32		2 74	122 50			10 00
Chelmsford	738 50	1,326	23,759 89	114 39	149	2,823 71	259 14	65 87		1 00	420 00	34 00		37 50
Cheltenham	289 60	32	511 53	3 96	42	591 10	140 74	1 62		5 35	122 00			10 00
Chesley	3,913 27	1,576	14,704 06	96 66	1,003	17,815 32	2,149 89	45 34	4 57	14 83	1,076 00	14 00		140 00
Chesterville	1,968 46	862	12,292 60	67 22	273	5,273 42	730 65	35 92	34 09	17 32	630 00	86 00		80 00
Chippawa	571 70	368	4,961 19	29 90	152	2,135 22	245 81	16 13	27 76	5 37	280 00			30 00
Churchill	400 72	167	3,559 00	16 69	47	631 17	601 30	9 77		3 44	176 00			20 00
*d*Chute à Blondeau	180 71	162	6,604 38	24 34	36	1,227 56	86 96	18 30		1 71	112 00			10 00
Clandeboye	193 07	177	2,905 05	14 32	91	856 40	120 16	8 32		1 20	100 00	24 00		10 00
Claremont	583 64	547	9,527 11	48 26	202	3,912 13	335 08	26 88	2 45	7 26	250 00			25 00
Clarence	303 65	152	2,463 46	12 25	25	503 68	33 80	7 25	20 94	1 28	137 50			10 00
Clarence Creek	496 86	191	6,612 74	25 92	176	3,925 06	267 02	23 75	51 05	8 00	225 00	6 00		22 50
Clarke	280 24	361	3,917 89	24 42	60	860 40	148 32	11 52		1 17	126 00	30 00		10 00
Clarksburg	815 49	386	5,433 88	29 55	229	2,895 15	582 74	15 69	24 10	10 37	380 00	82 00		40 00
*c*Clarkson	313 95	6	101 25	81			6 00	28		78	132 00			15 00
Clayton	222 98	189	5,043 03	22 46	42	980 41	99 42	14 00	2 04	3 30	90 00	14 00		10 00
Clear Creek	205 88	25	706 76	2 75	12	95 07	120 37	1 98		3 04	94 00			10 00
Clifford	1,035 00	524	5,301 54	32 85	279	4,940 85	777 37	15 91	1 42	5 81	410 00	22 00		40 00
Clinton	5,514 93	1,577	19,312 55	115 44	1,418	27,043 60	2,737 08	68 48	52 02	15 19	*a*1,683 97	100 00		
Cloyne	316 43	355	7,574 81	35 40	54	1,287 48	147 91	21 65	11 92	4 78	130 00	18 25		10 00
Coatsworth Station	139 95	77	2,584 82	10 83	25	331 11	119 15	7 44		2 70	85 00			5 00
Cobalt	4,372 02	3,350	65,844 75	340 45	339	9,737 69	762 24	185 48		10 72	1,508 35	1 25		101 12
Cobden	1,641 54	511	7,611 93	41 63	333	6,913 03	846 85	21 52	3 60	10 31	586 00	20 00		80 00
Coboconk	579 02	278	3,768 13	20 83	68	1,315 49	246 76	10 92		4 18	285 00	28 00		30 00
Cobourg	8,740 77	2,372	28,275 60	191 28	1,632	24,797 29	4,590 07	102 02	20 91	24 14	*a*2,409 02	180 00		
Cockburn Island	244 89	568	6,068 66	35 80	36	1,187 25	72 38	16 99		2 17	110 00			10 00
Codrington	185 45	139	3,030 77	14 07	5	76 35	83 27	8 48		1 44	103 50			10 00
Coe Hill	503 77	327	7,554 98	35 43	77	1,692 57	125 66	20 96		7 65	218 00	36 00		20 00
Colborne	4,829 14	1,484	19,908 58	113 98	1,394	23,771 65	2,966 87	60 60	5 55	24 22	1,490 00	226 00		200 00
*f*Coldstream	196 42	7	122 62	64	—	—	15 90	— 34		—	74 00			5 00
Coldwater	2,226 90	1,593	46,057 34	233 47	437	7,663 67	1,361 74	129 08	31 57	23 39	570 00	48 00		60 00
Coleman	660 06	394	3,972 01	31 41	94	1,522 14	203 52	11 88	6 95	68	240 00			25 00
Collingwood	10,873 15	3,080	41,186 10	259 68	2,447	51,169 28	6,835 25	144 26	44 57	34 82	2,950 00	18 00		420 00
Collin's Bay	332 16	61	1,199 75	5 69	109	2,172 12	146 23	4 07		1 98	132 00			10 00
Colpoy's Bay	201 65	170	1,708 82	10 13	32	449 75	92 90	4 77		1 43	86 00	9 00		5 00
Columbus	304 63	269	4,692 29	24 55	269	2,830 94	699 57	13 40		3 26	146 00			15 00
Comber	1,150 82	1,030	12,193 96	70 51	339	6,285 06	657 81	36 76	1 58	10 93	436 00			40 00
Combermere	376 42	442	7,877 15	37 26	31	687 36	98 76	22 41	9 89	3 27	210 00	45 00		20 00
Conestogo	259 57	363	4,224 51	25 16	58	1,527 51	138 16	11 88		2 83	96 00			10 00
*g*Conn	280 12	24	440 64	2 30	2	99 29	26 15	1 21		1 16	144 00			15 00
Consecon	493 38	607	11,286 18	53 90	125	1,499 04	352 05	32 95	10 58	6 73	210 00	14 00		20 00
Cookstown	1,307 47	253	8,603 43	36 16	334	4,263 90	764 62	25 90	22 55	17 18	440 00			40 00
Cooksville	510 58	315	7,605 06	35 78	140	2,122 33	342 35	23 55		2 23	220 00			25 00
Copetown	269 11	239	3,525 95	21 13	49	291 98	115 60	9 88		92	130 00			10 00
Copleston	349 67	169	3,877 97	17 08	33	533 51	111 80	10 68		1 99	146 00			15 00
Copper Cliff	3,880 98	5,887	178,019 88	1,456 55	588	8,032 03	1,023 19	494 61	134 50	17 52	945 00			130 00
*h*Corbetton	348 52	3	87 85	0 35	2	64 40	75 19	0 24		1 23	128 00			10 00
Cordova Mines	261 52	219	5,409 50	25 12	50	852 38	190 56	15 02	1 47	2 82	163 00	3 00		15 00

*a*Including commission on box rents. *b*Including $10 arrears. *c*Accounting from March 1, 1906. *d*Accounting from August 1, 1905. *e*Accounting from May 1, 1906. *f*Accounting from June 1, 1906. *g*Accounting from January 1, 1906. *h*Accounting from April 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders Paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Corinth	308 71	220	4,284 24	20 80	56	673 32	111 80	12 54		8 02	132 00		15 00
Cornwall	10,741 63	3,780	42,170 16	269 48	3,072	51,242 92	6,679 30	155 57	120 22	25 07	a2,989 05	100 00	
Corunna	430 20	326	5,388 75	26 73	215	3,420 71	227 43	22 68		3 06	200 00		20 00
*h*Cosby	125 84	2	174 84	0 96		28 82	112 50			0 59	25 00		
Cottam	255 07	472	9,280 46	43 78	65	1,151 02	213 02	25 93		5 07	110 00		10 00
Courtland	478 45	211	4,506 14	20 39	66	968 17	371 65	12 78		4 22	220 00	5 00	25 00
Courtright	628 79	1,028	13,153 71	72 67	314	6,218 18	440 03	50 35	6 73	3 55	264 00	27 00	25 00
Craighurst	235 64	181	4,580 59	32 62	43	524 54	91 61	12 58		1 97	80 00		5 00
Craigmont	456 46	502	15,416 96	73 23	13	319 91	54 55	42 46		7 93	185 00		17 50
Cranbrook	181 11	285	4,392 02	22 87	57	886 21	124 10	12 25		2 26	100 00		5 00
Crediton	682 88	203	3,953 77	18 33	150	2,391 48	325 89	13 39	0 60	5 25	270 00		25 00
Creemore	1,929 72	747	9,641 07	55 90	764	12,158 60	1,894 34	29 19	11 96	13 16	620 00	30 00	80 00
Creighton Mine	369 84	679	22,768 25	160 77	38	683 62	61 45	62 79		2 41	122 00		10 00
Crookston	188 07	193	2,300 75	13 29	43	449 15	154 75	6 32		2 56	98 50		7 50
Crysler	773 76	592	11,959 75	56 09	293	7,239 71	356 85	36 67		6 69	300 00	3 00	30 00
Cumberland	453 39	398	9,856 89	43 29	122	2,577 40	225 44	28 08	12 28	3 87	216 00		20 00
Cummings' Bridge	474 81	156	2,325 28	16 76	128	1,275 90	548 02	7 03		2 89	90 00		10 00
Curran	273 31	95	3,391 64	13 14	27	913 26	141 69	9 38		4 87	142 50		12 50
Cutler	421 61	643	8,508 88	46 93	81	1,138 34	126 13	23 91		2 86	267 50		27 50
Dashwood	440 93	182	3,061 30	14 60	94	2,327 13	273 62	10 89		6 57	180 00	10 00	20 00
Davenport	1,609 21	1,207	18,909 61	193 80	97	1,606 36	278 73	53 63		5 04	530 00	6 00	60 00
Davisville	380 39	114	813 85	10 79	68	1,110 68	427 70	3 58		1 05	128 00		10 00
Dean Lake	176 07	224	4,135 18	20 82	12	195 92	45 05	11 41		2 44	90 00		10 00
Deer Park	1,180 72	596	4,604 93	50 52	316	4,640 22	721 82	18 74	19 33	2 15	448 00		40 00
Delaware	486 29	610	15,445 80	65 94	139	2,131 31	282 35	44 33	4 61	2 33	214 00		20 00
Delhi	1,747 47	675	11,292 31	58 12	467	6,987 22	1,444 08	32 18	8 93	17 09	597 50	6 00	80 00
Delta	745 90	526	7,804 72	42 14	189	3,036 04	570 33	22 61	0 84	6 51	320 00		35 00
Denbigh	242 76	180	3,132 28	15 37	38	480 20	137 25	9 09		1 57	102 00	5 00	10 00
Denfield	297 20				8	189 40	96 45			2 29	148 00	12 00	15 00
Depot Harbour	744 65	1,095	27,233 86	143 22	119	1,726 97	351 85	75 90	51 48	11 80	364 00		40 00
Desbarats	430 80	301	3,061 80	19 29	68	2,072 59	129 09	12 62		1 22	224 00		25 00
Desboro	420 55	393	9,476 31	39 86	73	1,557 35	158 96	27 98		4 83	192 00		20 00
Deseronto	5,382 31	1,475	19,402 42	120 66	1,034	11,662 96	2,643 16	64 44	22 05	32 66	a1,730 65		

Deux Rivières	204 08	36	538 36	3 93	16	318 10	68 35	1 48	.....	1 30	96 00	24 00	15 00
Devlin	264 48	152	2,927 31	14 84	46	1,190 26	194 10	8 82	.....	2 86	132 00	25 00	10 00
Dickinson's Landing	205 21	218	4,466 54	19 77	201	2,233 35	302 50	15 05	.....	3 54	100 00	.....	10 00
Dobbinton	217 34	34	1,196 94	4 61	22	359 74	53 95	3 32	.....	2 54	126 50	24 00	12 50
Doncaster	1,040 42	307	3,583 79	43 43	36	736 35	57 07	10 79	.....	1 27	454 00	.....	40 00
Doon	510 73	23	211 38	2 35	78	693 49	167 00	0 77	.....	2 14	270 00	.....	30 00
Dorchester Station	635 98	273	5,109 10	26 89	105	1,259 29	347 37	14 51	2 87	5 73	334 00	.....	32 50
Dorion	82 96	157	2,746 84	22 09	20	581 53	109 96	8 07	.....	0 93	30 00	.....	.....
*d*Dornoch	196 35	38	355 51	1 99	2	34 24	81 00	0 98	.....	0 78	84 00	.....	5 00
Dorset	482 34	396	7,827 42	37 18	79	1,614 41	178 16	22 46	0 14	4 87	210 00	.....	20 00
Douglas	706 98	537	9,411 53	46 96	106	1,765 93	303 25	26 30	.....	4 81	294 00	10 00	30 00
Dovercourt	784 76	787	8,340 86	98 89	68	1,352 02	133 25	25 77	4 03	0 29	110 00	.....	10 00
Drayton	1,725 08	638	11,846 97	60 24	599	7,356 75	1,599 67	33 87	3 85	16 83	570 00	14 00	80 00
Dresden	2,577 42	1,022	19,463 72	93 14	660	10,520 37	2,032 93	64 30	16 82	27 43	845 00	24 00	110 00
Dromore	226 93	312	5,570 40	27 33	128	2,317 48	291 52	16 12	.....	3 97	110 00	3 00	10 00
Drumbo	917 88	669	6,011 44	40 68	271	3,867 61	516 50	19 07	6 63	5 95	358 00	3 00	40 00
Dryden	811 82	262	5,186 49	27 78	71	1,143 83	532 61	15 27	.....	8 34	333 00	.....	32 50
Duart	309 70	344	8,117 47	36 69	59	567 41	139 83	22 47	.....	6 75	142 00	.....	15 00
Dublin	446 58	238	6,589 68	27 79	113	1,775 35	57 90	20 11	.....	3 89	210 00	70 00	20 00
*g*Dunbarton	159 95	91	1,823 36	8 79	24	443 49	32 95	5 00	0 88	0 51	88 00	.....	5 00
Dunchurch	440 40	328	6,389 87	30 77	56	1,651 71	121 80	19 62	0 45	3 18	180 00	24 00	20 00
Dundalk	1,884 23	490	15,920 23	68 02	399	7,376 17	1,454 76	47 03	5 59	28 38	618 00	50 00	80 00
Dundas	6,394 90	1,423	19,514 17	142 43	1,250	15,806 68	2,458 68	69 45	53 98	20 26	*a*1,843 21	124 00	.....
Dungannon	760 66	837	21,184 98	91 18	249	4,046 67	661 76	59 53	26 07	8 36	305 00	.....	30 00
Dunnville	5,686 87	1,645	19,628 71	117 37	1,144	18,128 85	3,040 39	69 68	13 43	17 55	1,420 00	100 00	200 00
Dunstroon	340 99	505	10,498 18	48 76	76	1,129 89	116 47	29 16	.....	2 05	154 00	.....	15 00
Dunvegan	280 41	415	7,095 75	34 93	50	789 96	126 40	19 95	.....	1 74	118 00	5 00	16 00
Durham	3,598 84	1,452	22,700 16	121 44	997	18,735 84	2,743 84	68 85	31 07	24 38	1,020 00	80 00	140 00
Dutton	2,385 32	1,588	15,788 15	97 66	705	10,910 36	1,469 89	51 12	19 17	10 90	724 00	18 00	100 00
Eagle	221 12	185	2,430 91	13 12	50	623 59	48 14	6 72	.....	0 90	125 50	.....	12 50
Eagle's Nest	440 94	242	1,924 16	18 49	.....	.....	.....	5 28	.....	1 46	174 00	.....	15 00
Easton's Corners	330 18	626	14,051 70	61 79	110	1,354 22	140 94	39 01	.....	2 65	140 00	67 25	15 00
East Toronto	1,263 78	654	5,186 17	49 05	242	3,333 03	554 97	17 05	3 16	3 67	426 00	.....	40 00
Echo Bay	336 00	128	1,941 33	12 28	27	623 87	116 66	5 42	.....	1 66	148 00	8 00	15 00
*c*Edgeley	122 80	23	535 41	2 23	6	51 49	9 00	1 51	.....	0 83	101 50	.....	10 00
Eganville	2,121 84	926	18,910 42	89 59	674	11,538 83	1,514 77	55 53	73 08	21 86	642 00	34 00	100 00
Eglinton	690 53	224	2,535 41	21 95	125	1,682 38	468 37	8 89	.....	1 77	260 00	.....	25 00
Elgin	692 43	118	4,869 03	18 95	185	2,880 16	278 47	13 59	.....	18 13	298 00	34 00	30 00
*f*Elmville	113 77	35	375 62	2 32	5	46 88	24 00	1 02	.....	1 35	38 00	.....	.....
Elmira	2,163 15	1,204	25,777 79	132 91	412	7,451 17	1,004 83	73 77	5 88	16 66	640 00	40 00	80 00
Elmvale	1,626 80	398	5,445 65	31 26	513	7,621 14	1,318 67	15 89	4 04	16 76	586 50	26 00	70 00
Elmwood	591 62	511	13,505 46	57 94	135	2,343 19	296 66	38 78	6 92	11 00	230 00	28 00	25 00
Elora	3,018 72	1,124	14,152 47	82 25	1,109	19,197 56	2,168 68	45 68	28 93	16 99	960 00	33 00	140 00
Embro	1,190 12	574	7,685 62	44 62	390	5,523 86	852 36	22 39	3 64	11 37	415 00	76 00	40 00
Embrun	547 30	752	25,044 64	97 04	126	3,269 80	160 54	70 47	.....	2 38	215 00	14 00	22 50
Emo	722 10	426	10,579 71	47 86	146	2,957 33	634 83	30 56	.....	15 28	*c*396 71	4 00	40 00
Emsdale	511 35	407	6,252 06	32 82	188	2,407 26	404 45	17 70	10 04	6 20	234 00	.....	25 00

*a*Inciuding commission on box rents. *b*Including $1·25 arrears. *c*Including $3.71 arrears night duty. *d*Accounting from January 1, 1906. *e*Accounting from November 1, 1905. *f*Accounting from October 1, 1905. *g*Non-accounting from January 1, 1906. *h*Non-accounting from February 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
cEnniskillen	306 03	12	210 48	91	3	35 10	64 01	64	.....	64	120 00	.....	10 00
Enterprise	707 93	447	9,887 09	46 37	219	6,985 77	367 76	31 61	42 52	9 71	280 00	12 00	30 00
Erin	1,150 09	362	8,580 86	38 18	384	5,023 99	1,007 71	25 67	26 90	14 86	428 00	14 00	40 00
Erindale	368 06	255	7,144 96	37 74	73	796 44	269 49	20 29	.....	2 50	90 00	.....	10 00
Espanola	452 08	757	13,075 71	75 99	30	869 05	64 45	35 94	.....	84	162 00	.....	15 00
Essex	2,797 81	2,062	25,334 22	144 87	824	11,985 28	1,529 05	75 74	14 12	13 79	870 00	60 00	120 00
Ethel	460 26	424	9,807 95	43 40	134	1,934 56	206 51	28 08	.....	6 56	202 00	.....	20 00
Eugenia	214 33	283	6,588 17	29 95	76	883 00	132 62	18 22	.....	2 96	120 00	.....	10 00
Everett	407 09	493	11,801 86	51 17	100	1,773 41	128 21	32 95	.....	1 91	172 00	.....	15 00
Everton	174 33	60	2,043 78	8 53	58	616 02	103 69	6 28	.....	2 75	76 00	.....	5 00
Exeter	2,910 70	1,180	12,181 44	78 09	695	12,901 99	1,822 41	37 74	3 24	13 09	860 00	33 00	120 00
bFalding	553 79	594	22,052 00	161 68	21	451 10	221 45	60 85	.....	2 20	168 00	22 00	15 00
Falls View	954 13	1,140	36,312 80	162 30	107	1,387 52	62 11	102 05	.....	98	264 00	.....	25 00
Farquhar	234 05	119	3,336 89	14 44	65	735 76	76 74	9 69	.....	87	106 00	.....	10 00
Farran's Point	389 59	412	6,666 24	33 30	107	2,056 85	184 73	19 83	.....	3 14	185 00	55 00	15 00
Fenelon Falls	2,688 46	1,793	22,202 21	127 81	731	13,385 96	1,732 18	56 74	18 80	17 19	880 00	22 00	120 00
Fenwick	658 95	710	10,126 92	53 10	113	1,894 64	368 53	29 48	.....	4 51	274 00	92 00	30 00
Fergus	3,444 54	908	11,199 02	68 77	1,050	15,791 20	2,480 83	40 17	26 62	13 49	990 00	40 00	140 00
Fessertou	446 40	107	2,918 17	14 65	54	627 98	410 34	8 20	.....	10 48	206 00	.....	20 00
Feversham	350 41	349	10,791 25	44 56	94	1,971 96	187 15	29 89	.....	6 14	150 00	5 00	10 00
Finch	1,037 16	805	14,828 13	71 63	174	3,228 90	434 99	41 13	.....	9 60	384 00	5 00	40 00
Fingal	478 68	339	6,275 09	31 94	123	1,225 41	234 55	18 34	7 99	4 60	225 00	7 00	20 00
Fitzroy Harbour	474 17	336	9,330 41	41 31	59	1,025 73	190 12	26 23	1 14	5 70	192 00	16 00	20 00
Fleetwood	234 24	90	3,459 28	13 44	4	29 49	32 64	9 50	.....	1 78	110 00	.....	10 00
Flesherton	1,074 11	848	11,233 77	60 58	335	4,994 26	827 80	33 17	.....	7 87	412 00	88 00	40 00
Fletcher	300 24	165	5,650 96	21 45	55	332 74	111 01	15 63	.....	6 46	132 00	.....	15 00
Flinton	346 16	388	7,091 04	35 28	82	1,652 51	146 50	21 44	.....	4 43	156 00	.....	15 00
Floradale	236 99	305	2,662 72	17 16	69	862 71	107 48	7 48	.....	1 63	115 00	.....	10 00
Florence	676 35	992	21,448 64	99 24	285	4,951 04	804 66	60 14	25 99	13 61	288 00	5 00	30 00
Fonthill	762 00	549	9,223 21	51 92	268	3,841 95	406 80	28 12	15 37	9 18	264 00	.....	30 00
Fordwich	744 88	728	13,100 79	65 00	330	6,158 78	711 76	37 15	6 20	8 07	290 00	22 00	30 00
Forest	3,141 00	1,202	17,760 49	99 84	1,005	16,793 69	2,415 87	58 00	6 43	45 59	948 00	18 00	120 00

Forester's Falls	308 55	492	8,872 64	42 86	78	1,175 11	225 79	25 01		3 98	137 00		12 50
Forks Road	84 13	84	1,664 71	7 95	18	191 08	48 68	4 87		2 46	42 00		
Formosa	441 97	382	5,424 37	28 54	817	7,129 18	1,366 37	17 92	8 13	5 12	160 00		15 00
Fort Erie	840 41	911	8,635 42	55 89	301	5,511 97	176 82	32 30	26 47	1 95	412 50		40 00
Fort Frances	2,546 30	2,297	44,665 96	267 56	369	7,075 98	945 75	127 86		17 23	794 00	50 00	100 00
Fort Stewart	287 27	118	3,182 34	13 27	36	895 98	146 92	8 75		2 62	141 50	14 00	12 50
Fort William	13,912 14	10,489	229,947 00	1,999 06	1,301	26,590 66	1,820 62	655 33	101 36	17 91	a3,265 35		
Fournier	396 43	250	8,025 40	32 72	69	1,584 58	112 00	22 06		3 46	192 00	24 00	15 00
Foxboro	336 58	7	111 06	1 04	41	1,011 53	259 90	41		1 85	126 00	5 00	10 00
cFox Point	281 66	1	5 20	06	2	52 55				47	120 00		10 00
Frankford	1,032 11	925	15,209 86	79 58	161	3,199 64	449 77	42 68	6 83	9 17	388 00		40 00
Franktown	183 30	137	4,030 95	17 00	11	355 10	40 40	11 14		1 99	100 00		10 00
Frankville	341 26	336	9,124 50	38 90	106	1,435 65	208 59	25 22	1 10	7 56	164 00		15 00
Freelton	217 62	331	9,450 89	39 88	77	1,165 34	182 65	26 58		3 30	105 00	7 00	10 00
Freeman	399 58	257	2,399 28	17 40	44	786 58	146 73	6 95		1 62	152 50		15 00
French River	397 16	598	16,738 39	84 45	63	1,402 85	120 10	46 49	9 72	2 03	138 00		15 00
Fruitland	533 04	19	347 54	1 98	36	626 65	180 02	1 84		1 61	155 00		15 00
Fullarton	297 94	105	3,099 28	13 25	47	583 46	93 85	9 07		3 53	112 00		10 00
Galetta	350 27	280	5,653 76	26 48	38	616 09	83 61	15 85		3 47	170 00		15 00
Galt	19,966 58	3,986	54,154 45	405 25	3,707	49,721 35	7,548 54	179 63	131 05	57 49	a4,712 39	74 00	
Gamebridge	348 94	442	12,508 55	54 44	14	317 03	68 30	34 46	3 56	2 78	216 00		20 00
Gananoque	8,028 78	2,647	24,626 29	172 22	1,285	20,022 21	2,862 58	69 78	17 11	11 74	a2,348 35	30 00	
Garden River	421 23	325	4,992 97	25 56	28	353 40	118 78	13 96		1 17	166 50		17 50
Georgetown	3,299 97	1,640	18,930 53	123 40	921	10,905 96	2,378 15	58 17	27 53	15 71	988 00	120 00	140 00
Glammis	384 04	683	14,436 36	68 01	164	5,207 07	226 00	42 10		6 19	168 00	7 00	15 00
dGlandford	558 94	12	257 61	1 50	8	138 67	79 65	70		2 63	100 00		10 00
Glen Allan	296 03	462	8,869 65	42 46	94	1,530 11	209 88	24 39	2 83	5 05	132 00		10 00
Glen Buell	136 07	93	2,453 49	10 96	29	317 44	51 98	6 79		65	70 00		5 00
Glencoe	2,619 28	1,366	17,898 38	102 16	828	12,297 80	1,667 89	57 01	4 66	14 79	815 00	30 00	120 00
dGlen Morris	139 84	19	429 26	1 89	2	8 77	20 70	1 18		46	50 00		5 00
Glenora	123 81	22	192 13	1 57	8	61 44	35 15	62		1 55	60 00		5 00
Glen Robertson	460 57	399	9,105 36	41 81	149	3,119 95	239 02	27 35		4 99	223 00	120 00	22 50
Glen Williams	562 91	94	1,208 52	8 66	45	749 38	36 07	3 51		4 17	240 00		25 00
Goderich	8,549 62	1,890	28,852 70	176 34	1,806	32,367 81	2,932 35	112 77	34 91	25 54	a2,418 00	164 00	
Golden Lake	254 54	91	1,828 60	8 77	33	602 72	112 64	5 06		1 84	95 00	10 00	10 00
Goldstone	280 58	47	551 23	3 61	12	123 90	144 35	1 61		1 66	120 00		10 00
Gooderham	495 30	194	5,076 98	22 90	99	2,329 11	244 82	14 09	4 91	5 67	186 00	12 00	20 00
Gore Bay	1,875 11	1,969	26,537 59	143 97	452	7,897 60	870 45	74 67	15 79	9 84	699 00	100 00	80 00
Gore's Landing	235 89	96	1,297 57	7 55	20	439 35	79 15	3 98		1 40	114 00		10 00
Gorrie	852 13	578	8,424 50	45 65	311	3,799 83	733 75	24 94	3 09	6 12	380 00		40 00
Grafton	662 62	790	10,969 70	60 26	136	1,894 04	682 21	32 02	76	4 98	280 00	60 00	30 00
Grand Valley	2,081 14	531	9,263 08	48 79	638	8,345 39	1,482 71	28 34	1 48	15 87	680 00	35 00	80 00
Grand View	329 49	163	1,965 10	12 15	22	242 68	125 60	5 48		1 74	120 00		10 00
Granton	554 14	567	9,515 35	48 56	154	2,270 17	245 20	26 75	2 91	5 93	256 00	16 00	25 00
Gravenhurst	5,314 68	2,407	31,300 45	217 86	1,016	18,153 77	2,813 71	94 49	24 15	16 28	1,450 00	220 00	200 00
Greenfield	379 66	127	3,611 87	15 48	72	1,219 33	146 05	11 05		5 76	178 00	15 00	20 00
Greensville	299 09	98	1,786 71	9 39	25	429 74	45 71	5 29		1 27	125 00		10 00
Greenwood	220 99	195	4,120 53	20 09	68	1,299 28	85 13	11 84	28	4 21	99 00		10 00
Grimsby	3,524 31	725	8,237 15	56 31	840	10,788 85	1,800 43	29 20	8 34	12 32	975 00		140 00

*a*Including commission on box rents. *b*Accounting from November 1, 1905. *c*Accounting from May 1, 1906. *d*Accounting from April 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Post masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Guelph	34,654 03	7,744	107,375 76	848 46	8,318	145,575 87	17,785 21	.....	.....	.....	4,860 26	.....	.....
Hagersville	1,943 67	1,184	20,310 10	103 29	515	7,545 94	1,121 83	59 52	38 36	12 62	608 00	62 00	80 00
Haileybury	3,218 91	2,175	40,487 63	213 90	298	7,103 91	660 53	115 36	8 91	19 94	453 37	.....	49 72
Haley Station	262 06	57	1,305 55	6 37	38	643 71	51 27	3 57	.....	1 94	78 00	7 00	5 00
Haliburton	925 01	571	8,812 56	48 68	174	4,681 07	404 42	27 58	26 55	10 14	370 00	3 00	40 00
Hamilton—	*150,966 03												
*(Divided as follows):—													
Head Office	139,426 03	13,239	225,204 56	2,001 51	31,914	571,346 70	65,729 44	.....	.....	c104 88	b.....	.....	.....
Crown Point	101 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 53	.....	.....
Sub-office No. 1	1,200 00	396	4,355 05	42 18	1	1 75	23 00	11 98	1 08	4 09	60 00	.....	.....
f " 2	917 00	31	437 58	2 59	.....	.....	.....	1 20	.....	35	60 00	.....	.....
" 3	545 00	488	4,776 45	50 27	.....	.....	41 50	13 13	84	87	60 00	.....	.....
" 4	5,115 00	2,478	27,628 91	266 41	21	206 58	207 72	76 04	17 17	3 70	100 00	.....	.....
" 5	3,520 00	1,126	10,700 28	90 99	18	233 54	187 71	29 92	9 37	7 00	75 00	.....	.....
" 7	142 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	60 00	.....	.....
Hammond	220 30	81	2,899 45	11 41	28	480 16	127 76	8 05	.....	4 28	95 00	.....	10 00
Hampton	376 40	258	3,724 14	20 21	82	898 79	320 05	10 68	11	1 97	160 00	28 00	15 00
Hanover	3,921 25	448	9,489 24	44 24	1,004	17,992 72	1,836 91	31 61	5 36	22 34	1,145 00	30 00	160 00
Harrietsville	242 56	208	3,962 53	20 54	36	483 58	184 24	11 08	.....	2 55	106 00	.....	10 00
Harrington West	353 76	193	3,541 55	17 32	14	304 36	90 50	9 77	.....	1 95	185 00	.....	20 00
Harrisburg	260 39	103	1,402 19	9 37	30	180 87	48 05	3 96	.....	38	125 00	33 00	10 00
Harriston	3,583 70	555	9,917 70	55 55	1,158	16,673 98	2,617 81	33 30	25 51	29 15	1,120 00	60 00	160 00
Harrow	1,208 63	884	12,288 29	66 87	354	5,647 69	719 48	42 01	4 33	16 04	440 00	5 00	40 00
Harrowsmith	586 34	283	6,744 76	32 46	159	2,771 72	252 72	20 36	9 00	6 77	235 00	.....	25 00
Hastings	1,894 06	1,395	13,427 76	87 63	293	5,501 14	747 47	38 31	15 54	6 95	635 00	22 00	80 00
Havelock	1,952 76	1,104	14,390 11	84 42	254	3,978 84	700 93	40 61	16 35	12 60	635 00	75 00	80 00
Hawkesbury	3,155 04	2,349	32,121 99	182 17	638	12,424 19	946 94	94 13	16 09	7 23	945 00	4 00	120 00
Hawkestone	319 65	121	2,128 23	10 46	127	1,491 51	335 74	6 62	.....	3 07	132 00	.....	15 00
Hawkesville	321 35	270	4,550 56	23 19	58	1,146 98	137 99	13 02	.....	5 64	155 00	.....	10 00
Hawtrey	233 57	93	1,086 44	6 06	47	408 36	86 50	3 13	.....	3 29	98 00	20 00	10 00
Haysville	332 90	86	602 92	4 63	28	262 22	120 05	1 96	.....	1 68	130 00	.....	15 00
g Heaslip	495 11	93	1,816 33	13 95	9	280 26	108 57	4 99	.....	1 04	235 00	8 67	25 00
Heathcote	318 41	562	7,418 79	39 92	186	2,868 79	327 12	20 93	.....	4 67	130 00	.....	15 00

Helen Mine	309 23	695	19,529 60	126 92	49	2,590 31	20 50	53 96		3 07	125 00		10 00
Hensall	1,725 60	467	8,859 89	46 89	294	5,285 32	586 71	28 09	10 69	10 59	560 00	14 00	60 00
Hepworth	868 40	984	16,175 94	82 63	234	3,644 34	458 83	46 40		7 00	380 00		40 00
Hespeler	4,011 23	1,667	18,996 44	123 03	789	10,178 92	1,397 66	59 34	31 08	12 87	1,104 00		160 00
Hickson	328 76	110	1,475 80	8 19	20	146 03	140 98	4 16		3 12	135 00		15 00
Highgate	1,015 37	763	7,258 44	45 66	197	2,619 98	635 38	21 07	2 04	7 41	394 00		40 00
Highland Creek	153 28	210	4,454 04	20 90	71	932 29	83 86	12 60		79	60 00		5 00
Hillsburgh	811 48	897	10,072 52	59 96	192	3,331 89	464 94	29 54		2 50	284 00		30 00
Hillsdale	541 61	511	11,062 47	54 79	112	1,575 34	335 11	30 56	3 92	4 45	210 00	18 00	20 00
Hilton	334 00	63	669 99	3 93	20	276 98	86 20	2 13		72	156 00		15 00
Hintonburg	1,021 56	498	4,369 61	32 20	284	4,258 94	630 10	14 53		1 74	374 00		40 00
Holland Centre	298 89	209	1,848 24	10 58	21	656 85	85 75	5 57		2 17	120 00		10 00
Holland Landing	222 44	229	3,642 16	18 58	82	877 24	138 12	10 37		2 31	100 00		10 00
Hollen	237 39	62	1,394 74	6 33	27	726 18	52 15	4 04		1 03	60 00		5 00
Holstein	654 18	970	15,302 46	77 65	143	2,090 45	332 20	42 88	0 90	4 35	250 00	50 00	25 00
Honeywood	249 10	372	9,259 86	40 56	82	1,157 77	170 73	25 62		3 93	98 00		10 00
Hornings Mills	398 09	703	14,209 93	64 87	165	2,045 88	409 85	39 52	1 66	2 37	270 00	38 00	30 00
Humber Bay	297 74	31	441 41	2 83	7	78 99	36 62	1 37		0 63	162 00		15 00
Humberstone	658 40	688	13,138 14	62 16	182	2,216 84	272 39	37 60	2 78	10 83	280 00		25 00
Huntsville	4,939 81	2,851	45,697 76	301 85	1,208	15,882 89	3,925 39	135 24	36 71	47 40	1,394 00	98 00	200 00
Ilderton	412 96	336	5,038 05	26 23	66	1,189 90	312 97	14 62		1 32	170 00	9 00	15 00
Indian River	120 29	162	2,265 89	12 07	14	378 99	43 59	6 27		0 77	64 00		5 00
Ingersoll	13,280 26	2,237	26,194 69	172 33	3,701	68,920 95	7,575 91	90 43	53 58	29 96	*a*3,531 75	172 00	
Inglewood	632 77	477	6,821 31	39 14	141	1,867 95	409 96	19 29		3 85	275 00		30 00
Inkerman	448 98	249	5,759 33	26 21	95	1,230 08	153 16	15 93		5 28	220 00		22 50
Innerkip	457 82	245	6,810 42	30 72	92	1,799 06	315 39	20 68		6 45	210 00		20 00
Inverary	176 16	196	4,465 13	20 31	70	885 41	100 76	12 67	4 09	1 34	70 00		5 00
Invermay	86 45	57	816 98	4 02	37	1,275 30	36 61	3 21		1 55	48 50		
Inwood	726 10	637	13,127 25	63 35	242	3,852 76	393 16	37 79	7 68	10 28	305 00	5 00	30 00
Iona	196 41	172	2,506 33	13 42	28	297 38	56 45	7 03		1 60	91 00		5 00
Iona Station	222 60	172	3,722 69	16 82	38	430 51	139 67	10 83		3 20	112 00	12 00	10 00
Iron Dale	98 32	30	608 50	2 93	17	397 78	34 44	1 88		1 27	70 00		5 00
Iroquois	2,315 07	672	15,039 03	71 07	782	9,146 17	1,371 30	51 37	24 22	27 57	744 00	144 00	100 00
Ivanhoe	160 19	246	4,939 66	23 13	29	361 22	101 10	13 71		0 96	77 00		5 00
Jackfish	305 91	46	1,645 98	15 93	21	472 57	10 25	4 68		0 26	108 00		10 00
*f*Jackson's Point	223 75	5	34 00	0 22			2 00	0 10			72 00		5 00
Jamestown	97 65	141	1,446 48	8 96	18	187 47	76 05	3 98		0 89	60 00		5 00
Jarratt's Corners	108 81	90	2,993 99	15 00	10	247 33	40 11	8 23		2 26	56 00		5 00
Jarvis	1,511 81	738	12,675 28	69 26	346	4,165 77	979 42	37 85	4 13	16 77	500 00	32 00	*d*80 00
Jasper	384 00	383	9,410 26	40 18	75	1,271 74	161 70	26 02		4 01	170 00		15 00
Jerseyville	335 69	285	4,816 30	24 60	22	321 77	324 29	13 26		4 01	145 00	22 00	15 00
John Island	223 30	509	10,533 68	46 65	17	280 87	48 60	29 13		1 34	105 00		10 00
Jordan	522 97	449	6,766 86	36 40	113	1,370 13	181 48	19 91		1 82	197 00	28 00	20 00
Jordan Station	377 92	110	1,379 99	7 69	31	195 62	221 75	3 80		1 03	125 00	16 00	12 50
Kagawong	247 50	650	14,908 33	67 16	76	1,825 72	72 04	41 13		4 08	124 00	*e*3 75	10 00
Kars	439 78	504	11,081 24	50 87	61	1,146 67	67 04	30 93		4 66	166 00		15 00
Keady	180 60	42	1,204 39	5 38	26	825 39	55 50	3 75		3 01	95 00		7 50
Kearney	922 28	1,708	31,117 35	156 04	191	2,930 76	493 23	87 30	18 72	7 52	330 00	5 00	35 00

*a*Including commission on box rents. *b*Salary &c., entered in Auditor General's report. *c*Commission to non-accounting offices, &. *d*Including $20.00 arrears. *e*Including 75c. arrears. *f*Accounting from May 1, 1906. *g*Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Keene	594 43	323	7,297 75	33 08	110	2,689 13	314 06	21 11	5 84	6 37	240 00	.....	25 00
Keewatin	1,881 78	2,085	27,689 96	212 31	157	2,883 12	741 18	79 69	.....	15 12	*g*601 20	.....	60 00
Kemptville	3,217 25	1,705	16,359 65	103 14	1,163	18,536 53	2,800 47	56 30	27 23	14 62	940 00	84 00	120 00
Kenilworth	262 16	260	5,837 22	26 93	39	616 05	240 75	16 38	.....	3 66	105 00	18 00	10 00
Kenmore	349 27	470	5,216 32	30 57	69	1,434 40	130 58	14 45	.....	2 58	147 00	.....	15 00
Kenora	10,485 08	4,879	89,083 35	727 79	1,068	22,105 18	2,589 77	257 34	48 97	30 66	*a*2,953 62	.....	.....
Kent Bridge	400 32	123	3,600 67	15 37	66	693 60	80 86	10 57	.....	3 77	170 00	.....	15 00
Kerrwood	627 19	449	7,473 40	36 58	95	1,259 02	246 64	20 77	.....	1 39	275 00	.....	30 00
Keswick	437 75	361	5,449 61	27 37	137	1,572 52	234 58	14 98	.....	1 30	160 00	20 00	15 00
Kettleby	273 09	91	3,048 42	11 96	47	1,059 05	164 01	8 59	2 07	3 80	120 00	.....	10 00
Killaloe Station	732 56	671	11,081 06	55 65	171	3,337 54	607 10	31 80	25 38	6 49	322 00	28 00	35 00
Kilsyth	203 70	95	1,926 11	8 80	36	544 12	160 36	5 51	.....	2 73	108 00	.....	10 00
Kimberley	196 96	223	3,472 93	17 47	57	1,108 78	159 95	9 63	.....	2 04	90 00	.....	10 00
Kinburn	505 80	503	10,078 46	47 59	103	1,985 89	165 05	27 87	.....	4 08	210 00	36 00	20 00
Kincardine	3,993 42	616	12,722 08	64 66	1,257	22,232 08	1,952 40	50 25	11 93	33 77	1,215 00	184 00	200 00
King	598 26	381	8,781 00	40 76	176	3,551 53	491 52	24 27	17 60	5 84	310 00	55 00	35 00
Kingston—													
*(Divided as follows)—													
Head Office	40,815 49	4,747	49,735 41	378 73	12,739	211,171 20	37,913 14	.....	.....	*c*204 02	*b*.....	.....	.....
Kingston Station	227 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	96 00	.....	10 00
Williamsville	643 59	31	296 77	2 08	8	20 91	19 96	0 86	.....	1 65	164 00	.....	15 00
Kingsville	2,328 98	1,837	25,278 67	140 50	793	10,964 31	1,676 03	75 88	11 27	19 19	795 00	.....	100 00
Kinmount	1,043 60	1,097	17,171 50	87 67	319	7,401 75	673 67	52 94	48 47	10 26	430 00	11 00	40 00
Kintore	309 56	355	7,457 83	33 82	65	1,057 73	187 58	20 82	.....	3 42	130 00	.....	10 00
Kippen	317 26	160	2,759 73	14 16	82	1,881 78	187 35	9 11	3 36	2 59	170 00	34 00	15 00
Kirkfield	670 56	1,008	18,260 11	90 79	162	3,537 60	405 09	50 92	34 81	5 45	322 00	3 00	35 00
Kirkton	690 80	490	11,264 03	52 69	124	2,088 01	272 52	31 30	.....	3 57	245 00	.....	25 00
Kleinburg	237 87	215	3,946 90	20 41	61	1,334 83	120 42	11 60	8 98	2 24	115 00	.....	10 00
Komoka	361 50	339	8,627 97	41 52	81	1,280 32	134 35	24 79	1 82	4 52	160 00	3 00	15 00
Lakefield	2,380 00	1,396	27,185 84	186 56	401	11,016 37	1,378 38	84 57	29 41	19 57	710 00	164 00	100 00
Lakeport	205 73	125	680 72	5 43	41	573 69	38 23	2 19	.....	1 19	103 50	.....	10 00
Lake Talon	239 86	191	2,862 33	15 56	57	1,165 84	78 32	8 72	.....	3 04	102 00	5 00	10 00
L'Amable	191 74	25	780 40	3 17	11	132 08	91 78	2 15	.....	1 00	90 00	.....	7 50

Lambeth	375 80	332	4,095 31	24 12	129	1,449 82	397 34	11 46		0 51	140 00	5 00	15 00
Lambton Mills	337 82	341	5,161 01	34 84	129	1,240 89	294 41	14 93	4 85	90	130 00		10 00
Lanark	1,671 97	1,912	19,451 25	117 72	327	5,474 21	1,213 87	55 61	6 25	8 01	570 00	54 00	80 00
Lancaster	1,542 03	783	15,653 89	74 26	379	8,773 41	712 70	46 58	17 14	24 72	530 00	95 83	60 00
Langton	354 59	386	9,872 21	42 59	79	1,433 82	336 75	27 99		5 18	180 00	5 00	15 00
Lansdowne	1,115 58	242	5,062 45	25 06	220	3,630 00	522 92	15 62	4 99	11 37	415 00	55 00	40 00
*d*Larchwood	258 63	44	382 68	2 51	3	48 00	12 50	1 05		72	174 00		15 00
*c*Latchford	637 47	103	2,357 60	12 79	9	250 46	156 40	6 48		2 46	83 34		8 32
Laurel	238 84	105	2,656 54	13 11	44	848 84	96 52	7 48		4 17	100 00	14 00	10 00
Leamington	4,746 58	3,003	31,507 32	190 11	1,081	15,331 38	2,451 71	97 29	16 37	19 01	1,430 00	45 00	200 00
Lefaivre	273 35	351	12,300 88	49 26	69	1,910 92	174 34	33 81	20 64	3 46	114 00		10 00
Lefroy	329 19	171	4,341 56	19 10	185	1,999 45	329 37	12 89		4 91	140 00		15 00
Lieury	82 81	121	2,888 04	12 48	10	185 58	14 55	7 94		1 34	34 00		
Lindsay	13,418 76	2,164	33,081 64	194 84	4,323	86,513 26	10,799 33	112 39	33 92	54 32	*a* 3,585 52	158 00	
Linwood	674 89	224	5,345 18	24 61	86	1,981 29	326 52	14 93		7 87	289 00		30 00
Lions Head	784 37	1,292	21,332 96	106 02	144	3,257 20	416 14	60 46		3 47	335 00	52 00	35 00
*f*Lisle	227 82	4	53 69	46	1	8 10	4 00	14		18	145 00		12 50
Listowel	5,329 83	2,799	23,696 79	162 05	1,561	27,079 82	3,604 03	74 89	3 98	18 04	1,490 00	75 00	200 00
Little Britain	562 08	350	15,397 95	57 56	188	3,315 56	479 57	42 55	16 06	15 78	260 00	16 00	25 00
Little Current	1,663 78	1,261	26,150 41	124 37	437	7,220 03	942 86	74 67	14 34	18 22	605 00	68 00	60 00
Lloydtown	175 15	31	797 49	3 91	31	387 10	95 44	2 20		3 09	96 00	4 00	10 00
Lochlin	123 11	120	1,272 85	8 12	16	330 44	74 27	3 51		2 73	69 50		5 00
Londesborough	428 16	569	7,023 51	39 20	158	1,746 50	224 50	20 34		1 91	170 00		15 00
London—	*122,442 67												
*(Divided as follows):—													
Head office	111,715 85	8,594	105,844 29	785 55	42,070	663,426 32	104,584 44			*c* 366 93	*b*		
Ealing	640 44	590	5,551 18	39 86	52	494 46	123 08	*15 73		87	60 00	1 50	
London East	7,283 56	2,612	21,436 19	173 99	300	2,973 33	1,477 27	62 59	42 66	4 26	250 00		
London South	537 02	434	3,776 25	29 25	90	1,414 25	250 22	10 96	74	2 34	60 00		
London West	295 00	242	1,190 98	11 42	76	1,067 02	121 60	4 88	04	64	60 00		
St. James Park	1,970 80										60 00		
London Junction	889 15	309	3,825 23	28 68	47	1,047 91	76 88	12 76	10 61	1 42	191 00		17 50
Longford Mills	585 23	323	5,427 10	29 33	111	998 50	201 12	15 09		5 36	290 00		30 00
Longtinville	91 68	197	11,018 12	38 85	6	77 03	34 35	30 48		22	50 00		5 00
L'Orignal	1,063 66	1,317	19,047 93	97 91	374	7,810 72	1,055 76	53 53	19 42	4 75	432 00	9 00	40 00
Loring	332 98	179	3,742 87	17 95	38	940 42	221 56	10 54	4 11	5 73	160 00		15 00
Lorneville	266 66	104	2,823 19	12 73	20	490 26	183 55	7 77		4 80	115 00		10 00
Lucan	1,716 69	706	8,642 77	50 14	390	5,764 87	848 91	28 48	1 92	12 05	572 00	12 00	60 00
Lucknow	2,656 46	1,045	16,629 69	88 20	660	11,366 76	1,483 24	56 80	16 30	18 43	842 00	130 00	120 00
Lunenburg	241 75	297	3,151 37	18 58	57	1,015 38	131 93	9 76		2 37	118 50		10 00
Lyn	747 75	195	5,259 69	23 66	239	3,676 34	441 23	15 75	12 67	11 38	288 00		30 00
Lynden	511 66	496	9,139 92	45 25	185	2,209 35	277 51	22 41		3 97	195 00		20 00
Lyndhurst	439 74	809	18,193 67	79 93	80	1,415 23	247 07	50 49	49	5 61	210 00	16 00	22 50
Lynedoch	391 32	352	5,257 32	26 98	73	1,167 63	306 02	15 28		3 45	150 00		15 00
McDonald's Corners	273 84	233	5,188 34	23 09	55	1,144 93	143 88	14 52		3 76	130 00	3 00	10 00
McGregor	183 55	290	4,612 08	23 21	28	315 79	64 10	12 95		70	89 50		7 50
McKellar	260 38	261	5,940 37	27 17	48	822 80	176 61	16 58		4 26	127 00		12 50
Maberley	502 87	42	1,816 63	6 98	58	1,164 12	103 10	5 21		4 39	204 00	7 00	20 00

a Including commission on box rents. *b* Salary, &c. included in Auditor General's report. *c* Commission to non-accounting offices, &c. *d* Accounting from January 1, 1906. *e* Accounting from April 1, 1906. *f* Non-accounting from August 1, 1905. *g* Including $3.70 arrears night duty.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
MacLennan	333 97	359	10,330 81	42 99	63	853 56	93 03	29 23	.....	7 31	145 00	6 00	15 00
Madawaska	481 26	285	4,075 16	21 02	32	623 13	121 27	11 21	3 55	2 58	224 50	7 00	22 50
Madoc	2,889 98	1,787	22,850 83	130 48	784	16,081 31	2,890 76	69 01	13 00	17 28	956 00	94 00	120 00
Magnetawan	680 24	1,035	14,910 41	80 80	221	4,343 51	361 66	44 99	18 15	7 42	288 00	11 00	30 00
c Maitland	245 20	44	1,076 68	4 67	2	9 88	125 68	2 96	.....	89	98 00	.....	10 00
Mallorytown	510 31	311	6,721 00	31 69	117	1,747 50	290 18	19 80	75	8 25	190 00	134 00	20 00
Mandamin	273 29	60	876 84	4 89	20	231 46	76 50	2 79	.....	1 94	88 00	.....	10 00
Manilla	269 99	281	6,397 84	30 09	85	1,793 72	202 34	19 08	.....	5 08	120 00	.....	10 00
Manitowaning	878 18	935	25,181 08	109 38	348	8,469 54	442 67	71 87	26 70	13 81	404 00	114 00	40 00
Manotick	680 14	282	6,728 31	30 57	300	3,451 39	721 91	19 23	11 69	5 60	298 00	.....	30 00
Maple	590 02	300	9,648 98	39 07	119	3,245 92	220 15	26 96	11 91	1 68	245 00	22 00	25 00
Markdale	2,311 38	1,507	21,363 02	114 15	828	15,632 61	2,267 01	66 09	15 40	24 85	750 00	26 00	100 00
Markham	2,760 56	1,049	8,741 34	59 38	834	14,082 68	1,745 38	28 57	4 34	6 26	860 00	90 00	120 00
Markstay	824 52	143	2,593 01	14 33	30	473 01	79 85	7 22	.....	3 66	260 00	.....	25 00
Marksville	361 15	876	9,411 17	55 72	81	1,882 00	169 80	26 47	.....	1 23	185 00	18 00	20 00
Marlbank	567 32	921	16,830 56	95 40	64	800 02	188 82	46 90	22 52	1 22	168 00	5 00	20 00
Marmora	1,445,53	886	13,628 41	70 64	439	10,864 54	1,264 19	41 86	5 86	15 46	540 00	5 00	60 00
Marshville	355 96	364	7,218 96	35 20	89	1,701 96	467 03	20 45	.....	7 71	164 00	.....	15 00
Marsville	95 20	105	1,959 33	9 52	20	260 06	52 45	5 45	.....	1 06	40 00	.....	.....
Martintown	706 24	546	8,949 66	45 92	119	2,172 56	544 15	25 67	6 33	10 18	300 00	.....	30 00
Marysville	200 86	251	5,210 90	23 68	22	307 56	119 43	14 96	.....	1 00	95 00	28 00	10 00
Massey Station	1,545 77	1,639	27,500 59	150 88	323	6,735 72	861 15	77 52	23 78	12 07	470 00	.....	60 00
Mattawa	2,436 33	1,643	19,635 36	125 19	390	8,237 05	998 71	57 26	16 29	5 33	791 00	122 00	110 00
Maxville	1,649 61	985	14,988 53	79 61	308	5,418 53	824 72	43 63	23 32	10 92	555 00	140 00	60 00
Maxwell	322 06	548	16,192 93	66 60	99	2,038 89	188 81	45 36	.....	7 00	145 00	22 00	15 00
Maynooth	582 57	205	4,484 66	20 08	118	1,950 31	247 31	12 85	13 80	6 18	230 00	3 00	25 00
Meadowvale	234 87	172	2,530 71	14 10	43	747 85	188 30	7 25	.....	1 23	95 00	.....	10 00
Meaford	4,898 70	1,751	20,342 40	134 57	1,180	17,690 86	2,987 04	64 35	21 41	35 10	1,350 00	77 00	180 00
Melbourne	625 53	659	10,285 97	53 40	178	2,020 17	471 28	39 96	1 37	6 04	300 00	28 00	32 50
Merlin	785 00	575	12,100 98	55 13	145	1,802 32	384 44	34 30	1 42	11 33	366 00	33 00	40 00
Merrickville	2,258 47	1,228	13,408 89	80 93	1,107	22,536 22	1,830 28	40 74	7 04	12 45	692 00	50 00	100 00
Merritton	1,940 52	1,106	10,773 65	78 03	375	3,878 52	491 51	33 21	21 77	5 25	515 00	.....	60 00

Metcalfe	722 77	352	5,952 06	30 83	123	2,247 90	249 58	17 41	11 14	6 50	315 00	3 00	35 00
Middleville	202 95	275	3,341 58	18 28	64	1,061 98	103 13	9 35	29 70	2 46	100 00	3 00	10 00
Midland	6,623 26	1,889	41,369 24	255 52	1,250	22,121 50	3,819 46	122 73	54 39	54 36	1,800 00	50 00	260 00
Milberta	207 18	284	5,162 08	24 07	66	1,446 84	142 28	15 14	.....	2 75	102 00	9 00	10 00
Mildmay	1,179 94	894	12,985 05	67 08	404	5,827 83	862 72	39 69	9 93	6 71	455 00	12 00	40 00
Milford Haven	105 83	70	509 78	3 75	8	91 17	0 25	1 40	.....	1 46	42 00	.....	.....
Millbank	575 76	653	11,587 47	59 86	103	1,711 78	124 53	32 78	2 78	4 35	195 00	.....	20 00
Millbrook	1,742 59	325	5,271 82	29 61	432	7,214 16	1,008 77	16 96	12 36	11 82	626 00	110 00	80 00
Mille Roches	1,394 81	713	10,308 38	61 81	889	12,193 70	1,143 18	33 60	7 00	6 46	495 00	5 00	40 00
Milton, West	3,336 23	2,024	24,713 48	162 39	813	12,007 91	2,242 50	72 41	26 88	10 94	985 00	53 00	140 00
Milverton	1,568 27	585	10,958 57	52 22	290	7,403 88	601 41	30 59	2 80	12 53	500 00	.....	40 00
Mimico	981 54	571	7,880 38	60 28	201	3,095 61	334 59	23 50	15 44	2 23	355 00	.....	40 00
Minden	830 88	929	18,665 03	87 60	306	6,241 35	1,175 52	54 90	53 11	8 55	380 00	55 00	40 00
Minesing	313 22	567	12,229 97	58 89	100	1,404 28	228 55	34 40	.....	2 40	138 00	16 00	15 00
Missanabie	238 53	94	2,457 22	14 13	13	151 15	40 41	6 89	.....	2 13	135 50	.....	12 50
Mitchell	3,512 52	1,767	21,008 70	122 43	924	15,273 78	1,375 85	66 87	24 15	7 69	1,040 00	100 00	140 00
Mohawk	282 53	170	3,418 09	16 37	94	1,238 71	231 74	10 05	.....	4 57	116 00	.....	10 00
Molesworth	214 98	192	3,292 12	16 61	68	962 89	141 61	9 16	.....	2 35	96 00	.....	10 00
Monckland Station	476 63	147	2,423 76	12 01	13	172 34	136 72	6 78	.....	1 93	139 00	.....	12 50
Monkton	542 58	836	10,902 79	59 02	127	2,130 75	236 83	29 99	.....	2 59	185 00	10 00	20 00
Mono Mills	264 21	120	2,153 59	10 86	91	515 48	111 59	5 97	.....	2 89	88 00	.....	5 00
Mono Road Station	373 20	97	1,610 04	8 32	74	785 51	204 24	4 42	.....	3 33	152 00	.....	15 00
Monticello	95 41	400	9,347 27	42 47	13	99 39	24 50	25 70	.....	0 59	44 00	.....	.....
Moorefield	737 96	594	9,804 11	48 06	252	3,772 36	627 23	27 91	1 46	6 73	296 00	40 00	30 00
Mooretown	324 63	146	3,322 70	15 22	168	1,935 38	151 54	11 36	1 71	6 18	125 00	.....	10 00
Moose Creek	746 07	559	13,809 81	60 41	188	2,462 93	358 58	38 55	.....	8 39	355 00	20 00	40 00
Morewood	402 09	329	6,322 50	30 09	64	1,500 59	272 98	17 99	.....	5 78	176 00	.....	20 00
Morpeth	344 58	455	4,986 87	29 80	142	1,638 49	295 14	15 18	0 07	2 04	178 00	.....	15 00
Morrisburg	3,897 46	1,416	15,130 06	91 47	1,225	21,599 55	2,700 28	57 07	22 75	32 38	1,110 00	150 00	180 00
Morriston	242 77	351	8,646 15	37 50	136	1,599 59	296 00	25 16	.....	2 70	122 50	.....	10 00
Morton	174 50	374	4,682 29	26 06	31	572 97	100 05	13 43	.....	0 95	82 50	12 00	7 50
Moscow	245 52	80	2,086 67	9 16	42	782 60	184 82	6 00	.....	2 57	116 00	.....	10 00
*b*Moulinette	359 04	110	1,156 58	7 13	9	284 25	152 28	3 20	.....	2 33	156 00	.....	15 00
Mountain	505 15	536	9,015,51	44 33	70	809 53	216 08	25 23	.....	1 98	210 00	78 00	20 00
Mountain Grove	225 29	220	10,994 84	40 12	32	644 49	86 19	30 66	.....	5 14	120 00	6 00	10 00
Mount Albert	924 06	180	5,779 10	26 58	203	3,091 93	636 36	17 45	6 30	12 19	375 00	6 00	40 00
Mount Brydges	902 87	582	8,717 16	46 77	275	3,842 83	360 20	27 31	2 18	7 22	355 00	24 00	40 00
Mount Elgin	280 69	360	6,918 44	31 35	54	578 87	242 19	17 30	.....	2 98	130 00	.....	15 00
Mount Forest	4,468 59	1,367	18,838 61	107 45	1,458	26,539 87	4,005 04	62 87	14 62	36 22	1,315 00	66 00	180 00
Mount Pleasant	134 32	56	1,271 21	5 03	20	441 85	106 50	3 54	.....	3 17	65 00	.....	5 00
Mowat	118 73	41	751 30	3 55	3	185 00	.....	2 07	.....	0 47	45 00	.....	2 50
Muncey	210 97	261	5,663 94	26 18	65	951 62	180 95	15 90	.....	1 87	106 00	.....	10 00
Nairn Centre	762 18	597	8,095 81	49 26	40	719 14	99 15	23 36	3 64	1 85	360 00	.....	40 00
Nanticoke	270 46	194	3,795 94	17 98	71	837 50	154 67	11 79	.....	3 00	106 00	.....	10 00
Napanee	7,376 15	1,109	20,886 38	104 15	3,106	46,440 52	8,148 80	80 00	62 35	38 55	*a*2,030 69	270 00	.....
Napier	207 49	121	2,019 31	10 52	27	738 16	95 85	5 86	.....	1 40	80 00	5 00	5 00
Nassagaweya	313 29	181	3,941 31	18 68	52	1,121 58	146 56	11 08	1 72	3 32	160 00	.....	15 00
Navan	244 37	174	5,108 70	21 90	43	827 71	86 36	14 12	.....	1 47	114 00	5 00	10 00
Nepigon	635 81	376	7,653 30	44 14	31	768 19	95 35	21 11	.....	0 91	245 00	.....	25 00

*a*Including commission on box rents. *b*Accounting from January 1, 1906. *c* Accounting from March 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Neustadt	680 16	633	7,542 39	43 43	142	1,632 74	378 53	22 12	29 93	2 52	290 00	7 00	30 00
Newboro	869 54	590	17,764 16	69 51	169	2,309 80	476 26	50 47	15 64	5 34	340 00	30 00	40 00
Newburgh	906 82	582	6,863 72	38 95	383	6,147 47	1,201 16	20 33	11 50	7 59	377 00	18 00	40 00
Newbury	592 19	364	4,489 06	26 21	225	2,944 68	410 83	13 94	13 95	2 65	262 50	6 00	27 50
Newcastle	1,058 61	984	8,226 23	56 98	307	4,855 45	662 56	25 34	2 60	6 82	478 50	136 00	40 00
New Dundee	495 62	577	4,815 63	31 69	102	2,051 55	233 86	13 47	4 56	2 76	218 00	.....	20 00
New Durham	195 97	291	5,025 64	24 86	43	506 21	152 20	13 91	.....	2 87	90 00	.....	10 00
New Germany	129 89	222	4,373 46	20 36	57	713 54	129 16	12 74	.....	1 03	50 00	.....	5 00
New Hamburg	2,488 04	1,063	14,995 38	80 60	512	10,710 48	872 42	45 99	16 63	19 27	775 00	34 00	100 00
Newington	562 24	475	9,865 35	45 19	201	2,535 32	238 31	28 56	.....	9 07	212 00	.....	20 00
New Liskeard	5,847 72	4,161	153,092 20	1,268 24	785	19,614 27	2,173 64	429 08	32 29	36 75	1,257 00	200 00	170 00
New Lowell	481 14	395	6,384 45	32 38	212	2,036 97	376 33	18 17	.....	3 38	200 00	.....	20 00
Newmarket	4,590 17	1,146	15,018 23	96 27	1,426	48,514 84	3,037 46	53 36	29 45	21 08	1,300 00	66 00	180 00
Newton	378 01	415	11,103 17	46 56	61	1,488 57	157 65	31 14	5 24	5 04	165 00	40 00	15 00
*e*Newton Brook	395 06	103	1,413 06	9 70	14	161 97	72 29	3 92	.....	2 07	146 00	.....	15 00
*e*Newton Robinson	324 33	3	64 00	0 26	5	109 00	165 66	0 15	.....	3 03	152 00	.....	15 00
*e*New Toronto	502 19	124	1,079 68	9 50	8	141 35	48 79	2 97	.....	0 47	155 00	.....	15 00
Niagara Falls	11,865 37	2,989	39,202 89	275 36	1,814	22,631 89	3,435 39	136 70	118 55	31 24	*a*3,161 04	360 00	.....
Niagara Falls, Centre	2,438 96	852	8,579 17	68 41	151	2,162 90	259 91	26 46	.....	2 46	675 00	.....	80 00
Niagara Falls, South	3,153 80	1,435	28,534 10	164 15	486	9,153 18	773 40	85 57	72 98	17 87	1,030 00	.....	140 00
Niagara on the Lake	2,765 82	1,310	14,780 22	97 25	676	8,468 21	692 50	53 36	27 83	6 71	829 00	7 00	100 00
Nipissing	213 72	90	831 76	6 55	14	342 97	401 34	2 72	.....	1 45	98 00	7 00	5 00
Nobleton	486 13	341	8,928 51	38 73	48	1,264 97	144 60	24 63	19 17	1 04	220 00	.....	25 00
Norland	225 96	239	5,345 27	24 51	51	1,389 23	216 27	14 72	.....	3 33	115 00	.....	10 00
Norman	331 28	609	6,578 03	45 74	32	586 87	81 16	18 87	.....	.....	178 00	.....	17 50
North Augusta	640 76	807	15,035 92	69 56	233	3,775 67	359 61	45 28	16 04	4 44	236 00	.....	25 00
North Bay	11,667 07	4,572	111,931 29	834 51	1,864	34,905 04	4,890 60	313 23	84 25	50 24	2,680 00	285 40	380 00
North Gower	753 97	437	4,465 57	28 30	124	2,725 85	451 98	13 69	8 46	6 00	305 00	20 00	30 00
North Lancaster	361 64	554	16,026 50	66 12	62	1,460 55	159 21	45 01	.....	5 48	172 00	.....	17 50
North Williamsburg	511 75	470	7,401 95	36 60	85	1,491 44	242 33	20 86	.....	5 84	178 00	.....	20 00
Norval	509 19	440	5,552 92	33 53	166	3,014 69	261 52	15 89	.....	3 59	188 00	.....	20 00
Norwich	3,022 90	1,696	19,365 87	118 64	851	10,874 47	2,089 89	61 05	10 16	17 02	910 00	.....	120 00

Norwood	2,261 98	1,370	14,362 08	87 95	537	9,482 58	1,311 13	42 85	18 49	8 84	730 00	22 00	100 00
Nottawa	251 93	277	3,497 44	19 36	98	1,974 61	255 94	12 72		2 78	124 00	12 00	10 00
Novar	564 24	361	5,642 74	29 69	60	1,154 28	374 24	15 83		6 47	220 00	16 00	20 00
Oakland	174 41	261	4,617 74	22 60	73	660 16	164 34	13 38		0 63	82 00		5 00
Oakville	3,362 82	1,369	16,029 26	105 48	772	14,627 30	1,283 08	52 90	20 14	14 12	985 00	24 00	140 00
Oakwood	803 10	639	16,932 15	73 76	124	1,975 46	451 25	46 76		8 68	335 00		35 00
Odessa	736 82	734	10,411 35	56 20	198	2,640 04	600 83	29 98	13 66	3 94	295 00	9 00	30 00
Ohsweken	133 29	117	1,357 59	8 07	35	271 59	119 65	4 01		1 16	62 00		5 00
Oil City	166 54	217	2,761 74	15 42	52	482 88	139 33	8 35		1 77	85 00		5 00
Oil Springs	1,368 96	1,353	22,709 96	113 66	426	6,155 36	1,046 22	67 30	4 58	14 54	485 00	22 00	60 00
Olinda	124 15	248	2,674 17	15 50	41	349 76	47 15	7 68		0 28	55 00		5 00
Omagh	134 12	91	848 65	5 35	26	485 48	10 97	2 31		1 08	76 00		5 00
Omemee	1,181 70	674	17,198 43	74 39	287	5,441 13	516 76	49 26	36 27	13 19	475 00	10 00	80 00
Onondaga	219 03	235	3,574 66	18 23	33	618 00	55 70	16 44		58	112 00		10 00
Orangeville	5,365 76	885	12,134 42	72 12	1,483	21,478 92	4,602 49	37 79	9 05	14 26	a1,566 13	60 00	
f Orchard	84 05	22	466 79	2 29	2	63 43	3 07	1 29		76	48 00		5 00
Orillia	15,061 27	2,625	44,492 29	260 76	3,910	64,404 71	10,747 66	152 74	71 03	52 36	a3,723 55	114 00	
Orono	983 06	1,251	11,045 99	73 16	350	4,481 03	845 40	32 35	13 39	3 07	390 00		40 00
Orrville	282 95	536	4,351 28	29 06	44	782 72	91 70	11 96	2 61	14	116 00	22 00	12 50
f Orton	268 74	11	133 29	79			43 18	36		26	110 00	7 00	10 00
Orwell	124 66	139	2,534 67	11 67	37	296 12	77 69	7 19		73	54 00	7 00	5 00
Osceola	378 68	64	1,437 25	6 17	60	1,230 51	115 68	4 99	04	2 58	175 00	14 00	17 50
Osgoode Station	372 36	83	1,961 96	11 80	39	736 34	76 26	5 54		2 18	125 00	16 00	10 00
Oshawa	9,449 23	3,020	30,511 74	229 28	2,432	51,671 10	4,271 94	98 25	59 00	23 12	2,495 00	58 00	310 00
Ottawa—	*139,067 79												
*(Divided as follows):													
Head Office	115,978 03	12,117	229,551 42	1,627 45	33,957	577,814 35	81,218 87			c270 73	b		
Bank Street	12,340 06	3,422	42,666 24	280 44	146	1,511 86	2,922 55	117 94	54 28	43 46	100 00		
Bank Street South	1,103 62	691	5,904 87	44 79	30	275 22	175 01	16 28		3 25	60 00		
King Street	1,083 00	495	7,137 22	42 90	2	7 60	137 12	19 64	29 18	4 06	60 00		
Le Breton Flats	2,520 10	734	9,233 38	62 34	7	90 00	46 00	25 39		1 93	60 00		
Mount Sherwood	946 00	396	3,165 16	29 02	3	21 25	106 59	8 70		2 36	60 00		
New Edinburgh	974 04	230	2,357 58	18 88	19	254 90	32 50	6 94	5 30	1 50	132 74		
Stewarton	3,287 00	1,095	11,156 06	86 29	63	802 45	638 75	30 76		17 35	75 00		
Sub-Office No. 10	836 00										60 00		
Ottawa East	1,193 29	488	4,161 16	36 74	91	823 09	94 05	12 73		1 22	460 00		40 00
Otterville	1,079 38	144	1,287 69	8 44	238	2,768 35	657 92	4 80	2 00	10 38	422 00		40 00
Owen Sound	20,415 38	2,929	50,493 76	292 62	4,991	81,887 99	13,445 54				5,073 56		
Oxdrift	176 50	134	1,714 37	10 21	22	712 83	86 25	6 07		2 81	80 00		5 00
Oxford Mills	311 51	405	4,616 01	26 07	46	1,043 96	261 67	13 30		2 42	150 00		15 00
Oznabruck Centre	540 99	223	11,384 36	40 09	127	1,660 66	217 22	33 53		8 68	200 00	3 00	20 00
Paisley	2,509 87	1,463	21,855 36	116 30	625	10,894 57	1,585 06	65 02	23 13	23 31	790 00	33 00	150 00
Pakenham	1,159 33	1,581	14,891 90	95 93	180	2,982 53	431 72	41 92	2 96	3 15	450 00	5 00	40 00
Palermo	286 16	446	7,151 12	39 48	66	868 13	63 89	20 36	1 46	1 60	118 00		10 00
Palgrave	495 50	502	12,158 39	55 70	79	1,352 36	155 34	34 09	0 85	2 14	150 00		10 00
Palmerston	3,129 97	1,610	16,878 35	108 93	881	11,413 93	1,595 70	52 30	8 56	13 49	970 00	28 00	140 00
Palmyra	206 49	97	2,142 43	9 52	9	208 20	65 81	6 15		1 85	105 00		10 00
Paris	7,468 08	2,319	27,387 12	179 20	1,206	15,735 30	2,710 67	87 77	34 26	16 27	a1,956 55	14 00	

a Including commission on box rents. *b* Salary, &c. entered in Auditor General's report. *c* Commission to non-accounting offices, &c. *d* Accounting from August 1, 1905. *e* Accounting from January 1, 1906. *f* Accounting from May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Paris Station	1,543 05	447	5,036 67	30 80	90	817 62	280 76	14 36	3 94	3 10	550 00	24 00	60 00
Parkersville	80 02	44	225 34	2 49	19	244 80	25 31	0 60	0 11	0 58	32 00	.....	.....
Park Hill	2,860 87	2,158	22,239 94	133 57	906	13,299 08	1,597 97	71 64	3 71	11 95	890 00	160 00	120 00
Parry Harbour	744 06	1,062	23,970 27	130 01	87	2,460 02	231 07	65 85	3 49	2 09	235 00	7 00	25 00
Parry Sound	6,033 04	5,243	144,307 20	1,012 22	1,278	20,520 03	3,562 68	402 27	115 17	35 97	1,455 00	190 00	200 00
Pelee Island	226 81	958	19,057 84	89 79	136	4,222 82	194 50	54 93	1 00	1 13	101 50	5 00	10 00
Pembroke	11,993 44	2,551	35,705 66	201 15	5,011	85,572 37	20,035 66	109 18	125 45	38 67	a3,245 94	170 00	.....
Pendleton	290 44	317	6,074 46	28 93	96	1,562 43	93 37	18 06	53 82	4 58	142 00	e8 75	15 00
Penetanguishene	3,499 27	2,387	33,856 18	192 74	865	17,345 19	2,238 27	99 30	52 38	21 78	1,040 00	30 00	140 00
Perth	8,516 71	2,997	29,946 05	191 57	2,580	32,062 44	5,208 27	97 98	37 89	21 77	1,780 00	400 00	250 00
Peterboro	30,747 34	3,525	61,770 19	410 57	6,285	130,245 72	14,943 94	.....	.....	.....	5,971 46	.....	.....
Petrolea	8,211 70	2,462	39,611 07	209 69	1,808	26,722 63	3,345 38	132 86	71 54	46 54	a2,432 99	44 00	.....
Phelpston	317 21	235	5,384 01	24 43	60	1,117 43	154 37	15 23	2 13	3 62	140 00	33 00	15 00
Phillipsville	287 77	214	2,923 24	15 50	57	880 43	106 51	8 64	.....	0 95	128 00	.....	12 50
Pickering	1,098 84	1,306	17,690 76	95 79	449	7,926 54	846 19	53 33	8 84	4 40	430 00	.....	40 00
Picton	7,970 78	2,143	25,269 98	151 99	1,755	23,593 54	3,787 54	.....	.....	.....	2,533 00	.....	.....
Pinkerton	379 04	76	3,595 29	14 03	65	1,275 71	90 98	10 78	.....	2 90	176 00	12 00	17 50
Plantagenet	854 56	702	14,112 45	65 63	301	7,954 35	654 79	47 24	42 81	6 59	353 00	36 00	37 50
Plattsville	1,245 81	1,036	12,837 30	74 63	241	4,996 98	631 80	37 00	11 09	11 76	470 00	.....	60 00
Plevna	218 74	306	5,877 43	27 43	38	1,068 72	101 77	17 71	9 16	1 87	97 00	20 00	10 00
Point Edward	686 31	654	6,479 48	41 74	229	2,602 74	285 75	20 52	.....	1 57	364 00	.....	35 00
Pontypool	593 41	379	5,813 06	30 38	159	1,655 29	347 14	17 06	.....	1 34	275 00	50 00	30 00
Port Arthur	15,471 18	6,531	133,341 38	992 01	1,467	27,670 14	2,717 57	392 63	93 89	40 04	a3,718 95	88 00	.....
Port Burwell	703 35	914	23,460 05	104 52	146	2,717 08	740 14	68 09	25 40	11 86	340 00	52 00	30 00
Port Carling	1,232 27	685	11,792 09	62 13	232	4,417 46	745 61	36 00	11 88	11 18	410 00	54 00	40 00
Port Colborne	3,007 12	1,466	21,248 36	123 00	601	9,078 10	685 93	69 43	49 28	15 70	a929 83	20 00	.....
Port Coldwell	179 98	129	1,632 63	13 21	6	42 75	11 20	4 49	.....	.....	104 00	.....	10 00
Port Credit	729 19	462	12,005 31	86 88	126	2,391 37	306 02	34 67	18 59	6 26	265 00	.....	30 00
Port Dalhousie	1,219 24	491	4,554 76	30 10	303	5,292 96	338 20	18 50	9 33	1 09	465 00	.....	60 00
Port Dover	1,879 42	1,185	12,624 58	77 44	486	7,961 66	1,161 44	44 30	18 69	14 73	615 00	11 00	80 00
Port Elgin	2,367 85	1,425	15,721 54	92 30	737	11,132 77	1,596 55	50 03	11 41	13 94	798 00	90 00	100 00
Port Hope	9,680 94	1,245	18,696 02	115 21	1,931	34,838 38	5,268 63	69 87	53 98	47 90	a2,786 82	250 00	.....

Port Lambton	376 75	551	10,178 20	49 96	161	2,912 91	252 40	32 91		3 44	150 00		15 00
Portland	467 60	163	3,043 53	15 19	91	1,712 48	300 43	10 52		7 73	195 00	16 00	20 00
Port Perry	2,067 16	1,520	12,541 66	84 17	1,309	17,574 79	2,750 63	40 78	7 05	6 43	914 00	9 60	120 00
Port Robinson	688 48	231	3,179 84	16 86	122	1,539 89	352 37	11 48		2 49	295 00	6 00	30 00
Port Rowan	1,271 18	750	7,914 26	50 39	235	4,227 40	908 65	25 43	19 67	11 05	472 00	80 00	50 00
Port Ryerse	95 15	143	2,543 38	11 83	49	982 87	7 20	9 58		0 67	40 00		
*c*Port Sandfield	252 25						24 95				104 00		10 00
Portsmouth	892 39	167	1,709 46	11 17	92	1,298 23	177 50	7 15	1 70	1 56	280 00		20 00
Port Stanley	865 17	723	10,002 05	54 30	179	2,494 39	315 44	30 15	21 09	4 40	330 00		40 00
Port Sydney	375 87	419	6,021 88	31 83	117	2,776 56	240 51	18 44	8 63	1 90	145 00		15 00
Powassan	1,497 57	829	11,102 13	61 90	270	4,366 52	617 72	31 59	13 27	14 29	510 00	34 00	60 00
Prescott	6,263 99	1,177	14,087 19	81 56	1,287	20,547 90	2 517 06	59 94	340 20	12 54	*a*1,975 48	460 00	
Preston	6,125 74	2,250	21,382 76	153 18	955	16,023 77	1,838 36	68 44	41 89	8 05	1,610 00	9 00	220 00
Priceville	442 68	719	10,860 08	54 92	143	2,553 68	426 78	31 55	8 13	2 52	190 00	7 00	20 00
Princeton	706 16	512	9,802 36	47 20	164	1,862 89	482 77	28 29	9 98	13 37	295 00		30 00
Proton Station	266 49	181	3,583 04	17 17	41	968 83	347 35	9 87		2 45	140 00	42 00	15 00
Providence Bay	450 17	155	3,015 36	13 53	35	611 58	137 34	8 62		1 64	195 00	5 00	20 00
Pusey	304 57	591	11,122 63	51 86	48	2,036 60	63 94	30 64		2 55	175 00	3 00	15 00
Puslinch	204 96	512	12,958 25	62 08	28	439 96	27 74	35 85	6 66	2 78	90 00	3 00	5 00
Queensborough	226 18	247	4,093 13	21 73	76	902 10	81 37	11 45		3 03	110 00		10 00
Queenston	449 60	490	5,150 25	30 75	84	1,484 12	232 41	14 51		1 04	196 00		20 00
Queensville	427 48	436	5,052 67	28 74	97	1,825 48	420 32	14 69		1 28	175 00	11 00	20 00
Railton	117 63	46	212 75	2 41	5	128 50	42 50	0 58		0 22	140 00		15 00
Rainy River	2,874 81	2,409	45,514 68	296 39	428	14,650 10	636 61	129 94	1 67	13 66	*b*902 98	5 02	120 02
Ratho	110 83	108	1,083 34	7 37	15	80 49	42 35	3 04		1 17	50 00		5 00
Redmersville	206 87	129	1,710 11	9 14	34	443 43	127 16	4 75		1 28	108 00		10 00
Renfrew	6,387 85	2,318	29,793 67	172 26	1,861	32,874 74	4,376 52	87 92	87 20	23 85	1,815 00	97 34	260 00
Renwick	135 66	60	1,102 67	5 48	95	1,201 35	100 80	3 28		2 99	85 00		5 00
*d*Rhineland	34 53	1	58 00	0 25				0 17		0 30	25 00		
Riceville	308 76	21	1,034 66	3 97	10	154 96	80 95	2 91	18 74	1 15	146 00		12 50
Richard's Landing	699 22	1,131	17,391 07	89 50	237	4,532 96	344 22	51 99		7 26	310 00	16 00	35 00
Richmond Hill	1,014 47	358	8,298 61	44 22	309	6,489 88	727 57	25 09	19 86	4 42	396 00		40 00
Richmond West	605 70	381	6,526 62	31 75	77	1,588 74	302 50	18 11	5 19	3 17	225 00	8 00	25 00
Richwood	248 04	66	1,465 98	6 57	20	221 73	12 25	4 04		2 05	85 00		5 00
Ridgetown	3,767 51	1,035	17,235 52	87 19	1,035	11,803 75	3,053 41	58 40	5 02	42 78	1,130 00	9 00	160 00
Ridgeville	448 79	133	1,015 23	7 24	43	524 87	317 68	3 30		1 82	235 00		25 00
Ridgeway	1,276 94	796	11,687 06	64 06	613	4,722 49	1,596 60	36 97	17 10	9 58	491 00	5 00	60 00
Ripley	1,466 22	335	4,511 45	25 45	345	6,322 74	576 25	16 13	5 76	8 72	522 00	22 00	60 00
Riversdale	192 56	141	3,609 60	15 39	44	824 21	131 11	10 65		1 67	80 00		5 00
*c*Roach's Point	271 37	13	239 35	1 21			26 00	0 66		0 23	104 00	3 00	10 00
Rockingham	160 76	199	6,758 10	26 85	49	1,951 71	14 77	19 83	15 36	0 47	85 00	24 00	7 50
Rockland	1,713 06	931	16,643 39	79 86	356	5,134 90	651 90	47 59	19 62	6 48	598 00		80 00
*d*Rockport	327 85	80	721 63	4 82	2	14 35	26 32	1 99		1 23	134 00		15 00
Rockton	248 34	144	2,421 67	12 84	30	462 26	104 20	6 76		0 71	100 00	32 00	10 00
Rockwood	1,098 09	782	10,079 77	59 51	358	5,224 18	705 05	30 79	5 40	6 06	410 00		40 00
Rodney	1,711 95	462	8,291 02	41 51	415	5,981 24	1,150 81	27 67	16 62	15 81	580 00	11 00	80 00
Rosemont	393 35	532	14,892 61	60 96	94	1,339 74	197 06	40 98	6 07	2 59	172 50	33 00	15 00
Roseneath	375 08	513	13,394 35	58 75	68	1,320 42	146 05	37 32		4 34	180 00		15 00

a Including commission on box rents. *b* Including $2.96 arrears of night duty. *c* Accounting from May 1, 1906. *d* Non-accounting from November 1, 1905. *e* Including 75 cents arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Rosseau	1,095 09	683	12,551 98	65 07	186	4,720 26	467 29	38 40	20 05	10 80	390 00	43 00	40 00
*d*Rossport	383 65	11	83 00	1 00	5	90 00	68 57	0 23	.....	0 14	145 00	.....	15 00
Rothsay	277 05	255	7,581 30	31 06	61	624 00	170 40	21 03	1 92	4 81	130 00	.....	10 00
Ruscom Station	234 78	409	5,879 51	30 61	64	1,025 30	96 10	17 91	.....	0 88	95 00	.....	10 00
Russell	1,008 02	847	17,553 05	81 78	272	4,843 96	744 17	50 85	10 36	6 27	405 00	3 00	40 00
*e*Russellton	152 77	96	2,079 57	9 25	4	111 00	46 92	5 72	.....	0 65	66 00	.....	5 00
Rutherford	210 68	306	8,299 84	35 38	58	1,097 29	204 06	23 81	.....	7 67	100 00	.....	10 00
Ruthven	332 98	462	7,242 91	38 60	138	1,281 85	276 64	21 11	7 56	5 20	155 00	14 00	15 00
St. Ann's	164 67	138	3,707 78	16 71	64	1,411 59	143 66	11 32	.....	6 52	66 00	72 00	5 00
St. Catharines	23,076 13	4,358	55 533 73	393 61	5,431	68,715 35	11,025 24	211 90	131 97	91 22	*a*5,304 37	28 00	.....
St. Clements	293 48	329	6,571 74	29 87	103	1,879 34	116 39	19 21	.....	2 73	120 00	.....	10 00
St. Columban	166 68	109	1,836 64	9 17	3	59 85	18 76	5 06	.....	0 32	40 00	.....	.....
St. Davids	489 29	259	2,364 29	15 23	79	891 30	182 85	6 14	.....	1 99	210 00	.....	20 00
St. Eugène	552 51	864	16,362 04	76 75	163	4,998 37	310 10	51 33	.....	3 38	240 00	.....	25 00
St. George, Brant	1,689 96	1,088	12,592 62	80 41	548	7,434 14	1,643 28	35 89	4 19	6 39	550 00	.....	60 00
St. Isidore de Prescott	509 86	79	2,285 91	9 90	81	3,384 73	95 70	6 33	.....	0 66	212 50	3 00	22 50
St. Jacobs	599 58	678	5,711 41	37 90	82	1,461 02	166 63	16 07	6 58	2 85	245 00	22 00	25 00
St. Joachim, River Ruscom	109 38	467	12,226 34	51 25	43	511 43	114 05	34 17	.....	1 66	60 00	.....	5 00
St. Joseph	102 97	45	576 41	3 55	30	432 45	27 55	2 40	.....	0 63	57 50	.....	2 50
St. Mary's	7,187 23	1,765	16,943 22	119 55	1,710	26,178 10	3,943 87	58 29	14 68	12 18	2,135 00	75 00	300 00
St. Thomas	23,084 01	5,977	60,776 17	419 76	6,614	91,252 83	12,888 48	.....	.....	.....	5,556 23	.....	.....
St. Williams	532 71	379	7,062 21	33 80	118	1,362 45	255 66	20 47	.....	6 72	220 00	.....	25 00
Sandhill	232 56	46	1,233 19	5 76	15	138 64	86 58	3 45	.....	1 09	117 50	.....	10 00
Sand Point	330 81	244	3,881 83	20 31	38	703 11	99 95	10 93	.....	2 52	170 00	.....	15 00
Sandwich	982 26	536	6,654 60	43 92	616	5,093 66	461 08	27 04	3 65	3 08	395 00	.....	40 00
Sarnia	18,040 74	2,812	41,079 58	254 24	4,939	94,252 89	8,821 88	173 09	97 37	71 30	*a*4,311 50	300 00	.....
Sault Ste. Marie	15,622 76	4,769	116,120 68	921 02	3,877	67,516 75	6,385 00	358 36	145 22	34 89	*a*4,339 30	90 00	464 98
Sault Ste. Marie West	1,557 61	1,530	22,568 36	132 98	154	2,495 09	358 07	60 40	.....	4 33	634 00	.....	80 00
Scarboro	128 36	103	1,978 55	11 33	43	1,217 62	27 96	6 30	0 70	1 05	56 00	.....	5 00
Schomberg	972 51	351	8,888 78	43 60	142	3,026 05	290 84	25 07	12 93	15 75	355 00	.....	40 00
Schreiber	899 88	1,148	19,714 07	109 23	149	2,734 94	179 06	55 36	33 42	4 45	375 00	.....	40 00
Scotland	543 02	404	7,617 99	36 15	136	1,562 28	314 42	22 26	2 02	3 80	210 00	.....	20 00

Seaforth	5,364 46	1,733	18,402 36	113 04	1,619	25,999 30	3,103 11	66 11	31 60	10 49	1,454 00	160 00	200 00
Searchmont	410 29	220	4,013 16	23 95	9	106 65	13 25	11 05		1 05	132 00		15 00
Sebringville	488 82	542	5,822 93	34 73	105	1,396 41	180 36	16 97		1 15	205 00	32 00	20 00
Seeley's Bay	540 52	674	12,907 28	63 44	160	2,506 26	299 74	38 48	1 30	7 68	195 00		20 00
Seguin Falls	236 88	281	4,623 79	25 28	44	1,032 81	55 45	12 77		0 94	120 00	20 00	12 50
Selkirk	724 70	1,006	17,111 90	82 69	245	3,467 66	470 40	49 46		4 41	285 00	8 00	30 00
Severn Bridge	630 53	432	10,809 45	48 71	117	1,629 99	390 28	32 50		12 29	242 00	5 00	25 00
Shakespeare	503 69	499	8,220 20	43 19	135	2,584 13	391 12	23 07	7 27	3 68	225 00		25 00
Shallow Lake	566 25	1,308	24,797 03	127 97	123	1,869 64	276 50	68 59	25 15	4 47	224 00	5 00	20 00
Shannonville	471 86	791	15,794 02	72 41	174	2,518 61	409 78	44 58	1 28	2 98	204 00	38 00	20 00
Sharbot Lake	582 71	446	7,133 03	36 81	151	1,981 82	457 27	21 37	3 74	5 34	265 00	4 00	30 00
Sharon	221 10	173	2,652 59	13 18	73	572 99	166 05	7 69		1 43	110 00	48 00	10 00
Shedden	383 34	133	3,033 96	14 14	155	1,598 58	347 25	9 72		3 54	160 00	5 00	15 00
*b*Sheguindah	209 61	141	2,723 19	12 53	21	396 77	218 64	7 55		2 73	108 00	14 00	10 00
Shelburne	3,290 49	877	20,019 64	93 47	814	11,452 54	2,228 04	56 67	43 62	31 17	940 00	18 00	120 00
Sherkston	340 15	425	10,544 82	56 18	36	658 35	70 34	29 21		1 34	192 50		20 00
Shisler Point	419 67	582	13,721 21	63 21	38	490 26	52 00	38 85		0 65	70 00		5 00
Simcoe	6,903 63	1,002	10,141 19	70 79	1,934	28,334 41	4,938 05	46 59	7 81	31 33	1,965 00	104 00	280 00
Singhampton	311 08	300	8,105 98	35 47	91	1,278 82	223 65	22 79		3 41	140 00		15 00
Smith's Falls	11,225 83	3,489	41,826 05	261 96	3,377	59,149 37	6,356 18	129 05	90 75	29 42	*a*3,535 25	100 00	
Smithville	1,205 24	1,103	15,069 67	79 72	283	4,457 79	716 29	44 62	40 79	7 48	380 00	18 00	40 00
Sombra	1,045 56	891	13,815 06	71 50	639	8,183 66	1,359 16	50 55	0 17	7 49	370 00	34 00	40 00
Southampton	2,158 48	980	12,082 26	72 29	575	8,821 79	906 92	39 36	6 75	7 90	805 00	22 00	100 00
South Indian	310 16	624	12,089 53	58 01	130	2,541 02	137 45	36 74		2 82	140 00		12 50
South Mountain	590 11	876	17,431 13	80 85	99	2,171 12	270 35	49 21	13 40	4 61	255 00		25 00
South Oshawa	772 57	264	2,302 26	20 54	20	366 62	78 25	6 95		4 27	355 00		40 00
South River	1,418 31	1,244	15,235 20	88 19	184	3,591 16	463 06	42 61	24 98	7 60	435 00	22 00	40 00
South Woodslee	440 32	795	16,380 68	76 51	146	1,448 92	343 90	46 15		2 38	194 00		20 00
Spanish	371 85	377	11,639 00	45 22	60	711 34	136 65	32 02		3 49	135 00		12 50
Spanish Mills	178 51	545	7,783 55	39 73	9	110 63	18 00	21 50		1 03	127 50		12 50
Sparta	394 41	384	9,664 29	41 79	133	1,970 26	353 64	28 49		5 64	160 00		15 00
Spencerville	602 02	652	13,864 28	64 85	674	5,958 24	2,599 70	40 61	49 57	11 36	224 00	9 00	25 00
Spragge	543 22	613	13,093 40	63 46	67	835 32	109 72	36 37		3 12	205 00		20 00
Spring Brook	268 22	744	16,097 84	72 31	84	2,419 86	192 34	44 96		3 33	110 00		10 00
Springfield	1,000 51	717	11,656 50	61 01	206	3,377 90	699 20	34 03	2 32	12 01	385 00		40 00
Springford	397 28	101	2,277 54	11 21	71	1,065 01	254 15	7 12		6 75	152 00		15 00
Spring Valley	489 11	79	1,656 62	8 10	6	47 41	5 55	4 55		1 21	182 50		17 50
Sprucedale	585 19	413	7,498 51	38 18	186	2,703 16	360 66	21 52	25 54	8 60	275 00	24 00	30 00
Staffa	226 22	149	3,226 00	15 76	24	272 12	191 85	8 87		2 47	95 00		10 00
Stamford	360 65	289	2,735 50	17 23	80	1,050 64	57 61	8 53		2 87	150 00		15 00
*c*Staney Brae	364 87	66	1,302 91	6 16			25 80	3 59		0 90	120 00		10 00
Staples	256 29	318	4,613 88	24 67	112	926 09	125 16	14 09		2 48	112 00		10 00
Stayner	2,255 80	1,146	16,279 26	87 19	707	11,526 54	1,553 17	49 89	7 09	11 97	690 00	18 00	100 00
Steelton	883 74	1,144	9,493 15	73 44	185	2,896 21	213 85	24 56		2 01	320 00		35 89
Stella	278 77	311	6,963 96	32 29	149	4,112 56	138 27	27 71	4 93	2 39	128 00		10 00
Stevensville	444 56	915	16,745 72	81 74	310	4,789 41	330 32	52 74	26 45	5 37	180 00	4 00	20 06
Stirling	2,065 49	1,304	18,906 42	99 96	528	8,598 47	1,494 80	52 94	12 01	17 04	635 00	55 00	80 00
Stirton	45 48	23	752 67	3 12	10	128 61	7 30	2 15		0 70	45 00		2 50

*a*Including commission on box rents. *b*Accounting from August 1, 1905. *c*Accounting from May 1, 1906. *d* Accounting from January 1, 1906.
e Accounting from February 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Stittsville	592 26	242	5,023 84	24 21	98	1,872 48	207 49	14 14	.....	3 19	215 00	22 00	20 00
Stoco	137 20	85	1,846 82	8 62	25	217 79	90 20	5 25	.....	1 20	76 00	.....	5 00
g Stokes Bay	175 28	5	29 32	0 22	.....	.....	3 50	.....	.....	0 22	70 00	10 00	5 00
Stony Creek	676 99	494	6,080 75	36 24	190	2,425 61	518 73	18 39	1 65	1 47	285 00	24 00	30 00
k Stony Point	249 90	83	3,442 04	13 17	29	307 43	141 55	9 58	.....	2 89	96 00	.....	10 00
Stouffville	2,255 28	924	11,674 68	68 30	536	9,873 29	1,803 15	37 06	11 07	17 06	812 00	77 00	100 00
Strabane	118 64	110	2,803 79	12 45	14	224 51	3 60	8 23	.....	1 55	55 00	.....	5 00
Straffordville	335 85	205	5,995 59	24 86	20	358 40	264 30	16 66	.....	5 18	178 00	.....	15 00
Stratford	18,904 37	5,353	54,865 58	373 18	6,056	102,371 59	9,349 36	214 20	104 91	36 18	*a* 4,655 75	320 00	.....
Stratford Station	5,521 03	2,469	26,586 70	223 04	125	2,189 04	663 97	76 67	47 65	7 95	1,600 00	.....	220 00
Strathcona	161 18	114	5,483 25	19 56	32	309 83	189 13	15 34	0 79	2 44	100 00	.....	7 50
Strathroy	5,950 59	1,183	17,655 39	99 15	1,416	22,103 35	3,030 78	64 38	15 40	35 48	*a* 1,776 28	80 00	.....
Stratton Station	442 43	454	6,418 02	35 28	120	3,496 70	284 47	20 39	.....	4 36	*l* 251 96	15 00	22 50
Streetsville	1,072 01	398	8,439 64	48 52	356	4,791 16	874 83	26 02	50 31	7 85	415 00	.....	40 00
Stroud	219 39	117	3,051 20	13 44	87	1,293 21	221 81	8 72	.....	2 16	105 00	.....	10 00
Sturgeon Falls	4,220 80	1,326	32,342 72	200 73	725	16,470 77	1,537 61	91 82	24 78	31 38	1,073 00	8 00	140 00
Sudbury	7,826 10	4,954	103,767 51	838 96	1,674	40,151 01	3,785 07	291 58	82 87	19 86	2,263 00	154 00	320 00
Summerstown	196 49	115	1,375 73	8 09	15	192 75	144 34	3 84	.....	1 02	140 00	.....	10 00
Sunderland	1,171 47	767	8,941 12	54 97	249	5,276 93	859 52	26 28	1 90	8 03	430 00	11 00	40 00
Sundridge	1,071 95	1,891	27,173 36	145 34	347	5,311 92	823 73	76 61	23 02	9 17	400 00	11 00	40 00
Sutton West	1,300 68	1,023	14,222 36	77 60	293	7,447 97	1,415 81	41 96	16 75	7 60	494 00	50 00	60 00
Swansea	1,402 39	161	2,152 20	16 25	325	979 61	76 85	6 04	.....	0 82	240 00	.....	.....
Sydenham	1,015 42	811	12,203 64	63 50	209	3,233 32	445 34	36 06	19 46	7 46	385 00	.....	40 00
Tamworth	985 48	1,102	31,071 62	128 65	245	3,860 64	675 44	89 04	8 48	13 96	384 00	7 00	40 00
Tara	1,385 06	1,294	16,237 46	94 24	473	7,856 92	1,231 19	47 20	4 23	11 18	505 00	54 00	60 00
Tavistock	1,857 64	962	12,888 75	72 09	315	4,963 95	687 42	37 52	1 97	17 38	615 00	.....	80 00
d Tecumseh	344 25	195	3,512 08	17 22	32	561 63	73 96	9 68	.....	1 40	124 00	5 00	10 00
Teeswater	1,874 39	538	7,991 27	41 47	500	6,983 87	1,166 91	24 89	17 01	16 06	600 00	14 00	80 00
Temagami	678 82	519	10,593 85	68 43	41	1,023 11	108 23	30 08	.....	0 92	156 00	1 25	17 50
e Temperanceville	201 90	105	3,611 56	14 11	5	139 57	69 31	10 08	.....	0 85	38 00	.....	.....
Thamesford	851 34	563	4,349 44	31 08	242	2,796 07	496 58	13 64	0 18	3 82	370 00	66 00	40 00
Thamesville	1,954 57	299	7,672 85	34 01	503	6,976 19	994 96	24 84	20 21	13 10	654 00	44 00	80 00
The Brook	571 34	114	4,607 59	18 06	101	2,300 95	141 39	15 48	.....	5 55	225 00	10 00	25 00

Thedford	1,205 04	801	8,372 46	51 86	331	5,356 66	601 46	26 19	2 70	7 16	455 00	22 00	50 00
Thessalon	2,474 60	926	13,354 47	72 24	697	11,510 30	1,439 22	49 62	12 25	26 12	845 00	28 00	120 00
Thomasburg	219 59	336	7,125 23	33 42	98	1,498 79	149 03	19 76	.....	3 30	85 00	.....	5 00
Thornbury	1,712 95	962	13,855 82	74 51	491	7,075 70	1,146 43	41 76	11 32	10 74	545 00	.....	60 00
Thorndale	634 84	477	9,864 46	47 81	123	1,833 86	233 38	27 64	0 35	5 21	230 00	5 00	25 00
Thornhill	428 43	297	4,872 19	*28 48	134	1,840 53	223 35	14 30	18 55	1 79	154 00	.....	15 00
Thornton	533 06	521	9,719 84	47 45	181	2,103 84	264 89	27 49	.....	5 05	212 00	.....	20 00
Thorold	2,516 80	2,529	28,553 36	172 97	802	16,020 92	1,003 96	99 44	18 14	6 03	835 00	.....	120 00
Tilbury	2,054 14	1,137	16,204 32	87 34	531	8,424 27	1,386 75	52 41	2 04	11 59	685 00	28 00	100 00
Tilsonburg	5,984 79	2,139	26,123 41	156 12	1,338	24,293 37	4,211 71	80 42	8 92	28 07	1,560 00	200 00	220 00
Tiverton	768 73	1,070	18,268 08	90 37	378	8,216 34	607 09	60 75	15 33	7 36	315 00	14 00	35 00
*f*Todmorden	342 98	35	475 09	4 69	3	57 61	45 80	1 35	.....	0 44	110 00	.....	10 00
Toledo	320 32	779	18,725 56	81 92	156	1,742 92	237 17	51 66	16 18	4 33	156 00	.....	15 00
Toronto—	*1,194,382 16												
*(Divided as follows)—													
Head Office	985,335 65	32,688	418,838 95	3,812 71	373,694	5,041,551 86	885,170 58	.....	.....	*c*481 47	*b*.....	.....	.....
Balmy Beach	313 85	.....	.....	.....	.....	.....	.....	.....	.....	.....	266 21	.....	.....
Bathurst Street	12,780 00	5,924	64,874 84	624 94	709	8,581 59	2,597 48	187 38	138 06	22 37	100 00	.....	.....
Bleecker "	6,757 00	1,281	13,131 96	109 27	202	2,404 52	1,260 87	38 62	46 41	11 87	100 00	.....	.....
Bloor "	7,218 00	3,070	30,408 64	279 77	329	5,515 58	1,809 73	87 23	62 50	16 21	100 00	.....	.....
Broadview Ave.	4,585 00	1,106	12,764 59	114 20	654	3,565 20	1,161 51	38 74	31 60	10 44	75 00	.....	.....
Brockton	3,704 00	1,597	16,916 76	141 98	198	2,725 39	881 70	48 86	27 32	8 35	75 00	.....	.....
Carleton Street	20,953 00	4,773	48,940 78	418 70	663	11,011 62	6,997 89	146 01	82 56	34 39	100 00	.....	.....
Clinton "	4,143 00	1,492	18,980 66	134 36	132	2,014 58	1,419 50	53 08	24 83	10 71	100 00	.....	.....
Dundas "	4,399 00	2,478	25,985 89	204 75	404	5,151 77	1,388 03	75 09	27 66	10 00	74 24	.....	.....
Elm "	9,769 38	4,328	57,496 21	487 00	167	2,584 32	2,473 83	160 29	187 96	10 79	100 00	.....	.....
Lee Avenue	709 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	87 50	.....	.....
North Toronto	4,647 00	1,056	14,138 56	126 22	165	1,947 81	713 74	41 36	.....	10 84	100 00	.....	.....
Pape Avenue	2,049 00	582	5,406 13	60 17	66	980 93	301 35	15 37	10 77	4 34	60 00	.....	.....
Parkdale	11,195 05	3,068	31,814 17	253 79	917	12,217 14	3,169 80	100 42	56 65	17 30	100 00	.....	.....
Parliament Street	7,381 00	2,667	24,427 44	203 69	576	8,647 14	2,664 49	68 49	42 82	9 89	98 59	.....	.....
Peter Street	9,175 00	4,899	51,496 28	478 39	218	2,262 44	2,220 16	143 32	114 77	14 95	100 00	.....	.....
Queen Street, Centre	6,545 00	1,949	24,329 38	247 75	89	1,714 39	773 47	67 77	19 97	3 97	100 00	.....	.....
Queen Street East	7,046 04	4,679	39,330 89	447 11	100	1,352 97	1,369 98	109 09	120 52	7 98	100 00	.....	.....
Riverside	3,939 00	2,690	25,252 16	269 25	227	2,690 83	1,283 08	72 54	60 32	8 06	75 00	.....	.....
Rusholme Road	4,539 00	2,735	27,713 20	279 77	214	3,012 33	1,334 11	79 16	66 94	15 04	75 00	.....	.....
St. Joseph Street	6,150 00	1,852	17,814 30	160 48	100	1,354 80	2,152 00	49 48	.....	8 16	100 00	.....	.....
Spadina Avenue	23,801 00	5,151	51,997 37	437 46	456	6,773 16	5,563 01	146 85	93 86	38 36	100 00	.....	187 49
Station B	2,261 99	12,713	146,172 15	1,316 09	591	6,556 12	4,038 23	.....	.....	.....	.....	.....	.....
Station C	23,995 70	4,047	53,743 33	473 83	770	9,627 90	2,861 09	.....	.....	.....	.....	.....	.....
*g*Station H	.....	2,336	28,490 39	244 42	1	50	1,603 74	.....	.....	.....	.....	.....	.....
*h*Sub-office No. 24	1,630 00	760	9,033 30	83 70	78	1,292 60	584 73	26 74	.....	2 28	40 00	.....	.....
i " " 27	2,917 00	306	3,757 27	31 11	85	1,069 12	461 09	11 50	.....	9 53	60 66	.....	.....
j " " 45	2,042 00	61	672 46	5 97	21	296 20	66 30	2 24	.....	1 45	55 00	.....	.....
Yorkville	14,401 50	4,158	49,647 75	453 03	1,106	15,402 73	4,657 77	150 00	223 11	28 33	600 00	.....	220 00
Toronto Junction	12,091 29	4,781	50,228 08	440 07	1,964	38,947 62	7,157 41	160 29	90 19	31 91	*a*3,065 39	.....	26 66
*g*Torrance	273 91	73	2,350 31	10 50	1	38 00	5 90	6 46	.....	72	68 00	.....	5 00

a Including commission on box rents. *b* Salary, &c., entered in Auditor General's report. *c* Commission to non-accounting offices, &c. *d* Accounting from October 1, 1905. *e* Accounting from September 1, 1905. *f* Accounting from May 1, 1906. *g* Accounting from June 1, 1906. *h* Accounting from November 1, 1905. *i* Accounting from August 1, 1905. *j* Accounting from April 1, 1906. *k* Accounting from December 1, 1905. *l* Including $2.96 arrears of night duty.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Tory Hill	139 20	118	2,752 20	12 37	15	407 54	52 31	7 57	.....	2 26	58 00	9 00	5 00
Tottenham	1,598 66	1,147	19,038 88	96 31	323	4,784 79	838 99	53 52	20 91	10 13	490 00	77 00	60 00
Trenton	6,096 80	876	19,477 92	98 86	1,729	19,932 31	4,262 88	68 75	65 35	30 15	a1,854 25	160 00	.. ....
Trout Creek	652 83	377	5,879 78	30 62	113	1,828 12	211 86	16 35	15 15	4 21	305 00	60 00	32 50
Trowbridge	181 29	231	3,078 92	17 03	52	850 40	127 30	8 59	.. ....	1 04	80 00	.....	5 00
Tullamore	75 54	3	109 66	0 85	12	204 97	7 15	0 30	.....	1 03	34 00	.....	.....
Tunnel	822 43	383	3,810 88	25 60	54	1,099 33	151 26	11 61	.. ..	3 11	375 00	... ...	40 00
Tupperville	348 27	443	5,847 31	32 83	57	1,089 59	454 23	16 21	... .	2 85	160 00	.....	15 00
Tweed	2,868 23	699	10,557 66	57 97	912	15,145 56	1,681 64	33 52	3 49	9 62	855 00	60 00	100 00
Uffington	137 20	111	2,403 65	11 22	50	657 21	137 88	6 71	.....	3 82	70 00	16 00	5 00
Underwood	418 61	737	13,937 88	65 99	121	1,303 02	229 34	39 34	.....	5 14	195 00	.....	20 00
Union	291 57	174	2,917 54	13 90	76	1,497 36	128 63	8 73	.....	1 28	118 00	.....	10 00
Unionville	623 50	215	3,547 39	18 74	180	2,052 00	400 27	10 88	0 84	3 74	255 00	70 00	25 00
Uphill	168 24	260	5,464 53	24 76	31	511 58	130 17	15 02	.....	1 40	80 00	.....	5 00
Utterson	405 77	146	2,806 17	14 54	44	745 47	306 67	7 71	.. ..	5 87	190 00	55 00	20 00
Uxbridge	3,474 04	1,183	18,361 91	101 67	966	15,285 94	2,493 52	57 57	2 04	33 03	1,045 00	44 00	140 00
Vankleek Hill	2,981 81	1,255	17,389 55	100 48	826	18,953 65	1,697 57	53 08	34 15	21 42	900 00	3 00	120 00
Varna	348 66	148	3,060 83	14 43	96	1,376 34	109 73	9 56	... .	3 46	154 00	... ...	15 00
Vars	597 46	387	10,629 89	46 39	102	2,326 02	263 60	30 06	.....	5 22	232 00	16 00	22 50
Ventnor	251 18	289	4,444 42	23 00	30	1,055 23	101 07	12 67	.....	2 63	114 00	.....	10 00
Verner	739 90	391	8,942 59	41 94	151	4,156 67	318 09	29 34	.....	7 85	303 00	14 00	30 00
Vernon	317 37	139	4,109 34	17 54	35	708 29	101 67	11 47	0 88	5 97	138 00	... .	15 00
Verona	370 69	384	6,324 39	32 27	80	1,172 23	195 10	18 39	.....	3 58	162 00	.....	15 60
Victoria Harbour	1,101 39	1,245	15,735 69	91 69	195	3,650 36	356 24	44 19	17 98	7 11	390 00	....	40 00
Victoria Mines	889 81	367	11,711 31	97 62	44	929 64	103 03	32 24	12 53	7 24	248 00	.....	25 00
Victoria Road	618 92	600	11,270 80	55 87	96	1,416 90	249 47	31 16	.....	7 37	270 00	22 00	27 50
Vienna	441 55	874	16,836 32	81 45	150	2,349 76	415 88	48 29	23 77	7 41	220 00	.....	20 00
dVineland	228 36	174	2,351 49	13 30	15	160 03	304 10	6 52	.....	2 39	110 00	.....	10 00
Virginia	246 61	64	1,851 96	7 72	44	709 16	86 77	5 07	.....	2 07	122 00	3 00	10 00
Vittoria	553 65	378	3,953 00	24 23	159	2,107 82	376 22	12 16	0 71	4 46	220 00	16 00	25 00
Wabigoon	487 42	384	8,168 19	71 03	57	1,063 89	172 67	23 13	2 64	4 80	324 00	44 00	32 50
Wahnapitae	1,515 65	1,276	37,381 97	215 31	73	1,385 65	118 80	103 32	.....	2 51	605 00	.....	80 00

Wales	717 02	650	8,208 40	45 19	153	2,337 23	255 16	25 05	3 11	4 47	290 00	50 00	30 00	
Walkerton	5,532 20	1,272	19,670 36	106 50	2,463	28,076 25	6,240 57	63 92	31 03	34 85	a1,700 56	100 00		
Walkerville	8,413 98	2,464	31,615 63	218 11	2,515	60,567 91	2,529 88	102 96	20 40	24 47	2,300 00		330 00	
Wallaceburg	4,245 53	1,074	16,633 14	97 76	1,063	15,332 97	1,862 19	60 84	5 69	16 39	1,305 00	18 00	180 00	
Wallacetown	399 89	482	6,373 24	34 23	66	576 02	144 18	18 50		6 14	165 00	12 00	15 00	
Walsh	180 95	87	983 26	6 14	5	101 57	99 43	2 80		2 48	92 00		10 00	
Walsingham Centre	256 05	252	4,122 53	21 13	117	1,278 79	523 67	12 42		3 08	155 00		10 00	
Walter's Falls	285 22	163	5,676 62	22 34	106	1,856 01	190 81	16 07		6 82	126 00		10 00	
Walton	439 23	402	6,013 10	34 39	119	2,231 90	334 90	17 91		3 05	175 00		15 00	
Wardsville	608 97	1,093	14,776 97	78 79	256	3,551 58	621 60	43 14	11 48	2 22	330 00		40 00	
Warkworth	1,242 56	1,583	16,794 74	102 25	215	3,477 78	679 00	49 57	4 91	4 29	490 00		60 00	
Warren	956 35	1,120	18,788 94	96 63	263	7,890 84	805 73	55 37	10 93	7 18	443 50	44 00	40 00	
Warsaw	364 34	232	5,296 95	25 54	70	1,447 09	249 36	15 30		5 65	165 00		15 00	
Warwick	212 00	276	3,724 10	21 74	60	852 71	174 48	11 48		1 69	85 00		5 00	
cWashago	470 22	13	227 96	1 30	1	61 85	77 68	0 61		2 54	158 00	44 00	15 00	
Waterdown	862 97	472	7,638 21	41 17	304	4,710 10	450 56	23 93	10 16	4 77	320 00		35 00	
Waterford	1,824 01	1,047	13,539 92	74 80	608	6,673 04	1,209 44	42 84	11 25	21 69	584 00	128 00	80 00	
Waterloo, West	8,480 22	921	11,563 53	82 76	2,984	62,232 13	4,548 83	54 49	26 41	31 07	2,300 00	16 00	320 00	
Watford	2,438 50	878	23,537 24	105 33	1,161	16,223 15	2,527 38	71 13	82 77	33 16	895 00	32 00	130 00	
Waubaushene	1,204 07	1,508	19,731 64	110 66	198	2,857 82	623 94	55 16	28 68	5 31	415 00		40 00	
Waverley	182 06	266	3,173 64	18 09	23	504 88	165 99	8 98		1 34	90 00		5 00	
Webbwood	1,351 86	807	17,406 82	82 54	163	3,336 30	360 59	48 19	32 13	19 30	380 00	5 00	40 00	
cWelcome	260 51	32	1,194 14	4 30	3	53 16	65 50	3 36		1 56	140 00		15 00	
Welland	5,381 62	1,499	29,374 00	179 41	1,547	25,645 00	3,125 55	98 55	33 42	20 52	c1,555 00	208 00	220 00	
Welland Port	475 15	747	21,415 59	90 54	155	2,749 82	405 23	60 71	18 10	10 56	192 00		20 00	
Wellesley	1,029 92	760	9,887 28	55 47	179	3,466 27	369 39	28 20	9 69	10 57	470 00	5 00	60 00	
Wellington	1,299 95	972	8,642 62	57 16	236	3,123 50	846 91	26 37		10 91	445 00		40 00	
Wellman's Corners	114 30	162	3,331 45	15 58	24	309 08	37 92	9 54		0 84	50 00		5 00	
West Gravenhurst	434 29	120	1,986 85	10 40	7	112 47	50 00	5 66		2 06	218 00		20 00	
West Lorne	1,180 72	1,083	10,205 59	65 14	262	3,459 56	390 23	30 70	12 78	2 64	435 00		40 00	
Westmeath	600 63	800	16,407 51	76 66	126	2,715 07	228 02	45 12		4 02	230 00	12 00	20 00	
Weston	1,962 19	1,250	34,654 18	151 68	467	9,443 77	576 45	97 20	20 23	3 53	620 00		80 00	
Westport	1,441 71	1,061	12,329 30	70 23	307	5,786 78	631 01	36 23	11 43	5 74	480 00	24 00	60 00	
Westwood	411 31	195	4,820 80	19 57	57	620 91	84 55	13 74		2 63	192 00		20 00	
Wheatley	1,045 88	922	10,891 70	61 54	279	2,532 71	696 11	31 58	2 22	12 71	360 00	14 00	40 00	
Whitby	4,029 07	828	6,912 48	53 09	1,049	16,087 74	2,802 83	30 16	7 07	8 30	1,230 00	77 00	160 00	
White River	1,110 12	884	23,118 14	172 26	60	1,373 59	127 99	63 93	37 07	6 58	400 00		40 00	
Whitevale	261 65	332	8,118 50	35 19	68	1,071 33	282 62	22 65		4 85	128 00		10 00	
Whitney	1,243 16	1,546	21,130 41	123 36	181	2,469 54	286 08	58 20	55 13	5 27	460 00		40 00	
Wiarton	4,420 44	1,642	19,210 29	110 53	1,129	20,370 65	3,343 32	58 54	14 64	16 95	1,494 00	140 00	200 00	
Wilkesport	270 98	806	15,654 72	73 60	200	3,688 97	298 10	44 97	5 03	2 65	118 00		10 00	
Williamsford	346 08	275	6,267 62	28 44	62	609 53	234 12	17 41	4 26	5 89	160 00		15 00	
Williamstown	709 88	475	9,164 43	45 05	137	2,311 79	410 03	26 96	3 24	12 73	280 00		30 00	
Wilno	171 36	93	2,687 08	11 73	8	144 49	61 08	7 39		3 22	82 00	3 00	5 00	
Wilton	190 20	168	3,595 71	16 25	25	300 93	307 00	10 19		1 81	102 00		10 00	
Winchester	2,969 23	342	9,503 37	41 85	760	16,414 82	1,630 48	27 92	18 60	27 77	916 00	76 00	120 00	
Winchester Springs	244 90	268	2,581 54	19 27	36	464 98	91 35	10 18		2 56	110 00	3 00	10 00	
Windermere	482 40	141	1,181 87	8 64	19	445 96	375 13	3 31		3 16	189 00		20 00	

*a*Including commission on box rents. *b*Salary, &c., entered in Auditor General's report. *c*Including $3 arrears of night duty. *d*Accounting from August 1, 1905.
*e*Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Windham Centre	228 85	218	7,154 49	28 05	45	699 01	128 73	19 72	.....	4 57	110 00	.....	10 00
Windsor	30,220 90	2,162	32,839 02	225 69	8,999	140,664 73	16,595 09	.....	.....	.....	*b*	.....	.....
Wingham	5,400 54	2,185	22,566 98	139 71	1,347	18,916 51	2,798 93	70 08	15 57	14 62	1,500 00	60 00	200 00
Winona	2,780 25	279	2,458 72	18 17	751	10,329 14	1,578 53	7 93	0 72	2 98	835 00	58 00	120 00
Wolfe Island	568 26	278	5,137 89	25 34	193	2,977 27	169 57	19 13	.....	2 55	220 00	6 25	20 00
Woodbridge	985 89	414	6,127 57	34 56	175	2,976 46	384 36	18 08	6 71	3 58	360 00	11 00	40 00
*c*Woodford	322 78	24	465 30	2 27	7	36 22	115 71	1 28	.....	1 35	98 00	36 00	10 00
Woodham	189 89	164	4,856 41	20 46	23	265 38	78 56	13 38	.....	1 33	100 00	.....	10 00
Woodslee	121 84	153	2,858 66	13 86	25	254 91	33 75	8 01	2 42	0 80	56 00	.....	5 00
Woodstock	21,558 82	4,004	50,571 02	337 47	5,098	74,770 36	12,144 52	184 93	70 60	62 21	*a*5,329 79	254 00	.....
Woodville	1,257 86	981	19,752 32	95 26	347	7,783 79	822 63	54 85	11 64	17 55	468 00	.....	60 00
Wooler	505 56	692	13,624 63	62 57	124	2,268 13	445 23	38 76	1 64	3 86	205 00	.....	20 00
Worthington	146 56	60	834 19	4 68	21	313 33	22 25	2 34	1 73	1 46	50 00	.....	.....
Wroxeter	853 56	760	9,889 01	56 05	912	6,534 13	2,451 67	28 10	11 23	7 38	354 00	18 00	40 00
*d*Wychwood Park	485 42	49	364 48	4 09	.....	.....	39 09	1 00	.....	0 39	108 00	.....	10 00
Wyebridge	194 41	169	2,766 80	13 35	58	916 41	159 48	7 61	.....	3 40	90 00	.....	5 00
Wyevale	264 47	93	1,265 67	7 31	44	695 09	130 10	3 53	.....	3 51	120 00	.....	10 00
Wyoming	1,450 32	1,222	13,953 94	84 20	379	5,559 39	1,413 17	42 49	16 36	12 44	500 00	.....	60 00
Yarker	664 17	553	7,421 71	40 98	408	7,706 98	1,157 96	21 10	5 83	10 62	262 50	25 00	27 50
Yonge's Mills	80 55	29	317 27	2 27	2	55 00	15 65	0 92	.....	1 12	130 50	.....	12 50
York	266 18	252	7,476 20	31 71	90	815 52	214 42	20 95	12 58	3 46	130 00	.....	10 00
Young's Point	266 29	99	2,265 10	9 94	28	665 49	157 94	6 88	.....	2 45	127 50	.....	12 50
Zephyr	319 56	146	3,552 01	16 70	140	2,850 36	134 71	10 22	.....	6 44	148 00	.....	15 00
Zurich	821 72	384	6,002 45	31 90	200	3,475 67	274 17	20 76	3 29	7 51	330 00	14 00	35 00
Non-accounting Post Offices	191,521 04	.....	.....	.....	.....	.....	.....	.....	.....	.....	99,041 81	1,586 02	4,086 87
LESS—Value of Postage Stamps affixed to Postal Notes	3,469,529 71 / 4,038 11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	3,465,491 60	877,607	13,675,198 33	85,809 93	900,043	13,800,006 31	2,128,655 15	35,618 72	11,159 00	9,388 34	580,337 47	22,585 33	41,712 73

*a*Including commission on box rents. *b*Salary &c. entered in Auditor General's Report. *c*Accounting from January 1, 1906. *d*Accounting from April 1, 1906.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbotsford	379 18	241	4,976 51	23 18	99	1,939 39	183 11	16 58	.....	6 41	162 00	8 00	15 00
Abercorn	548 04	201	2,821 26	14 01	74	867 66	90 37	9 05	.....	2 25	200 00	3 00	20 00
Acton Vale	1,273 18	694	14,689 56	68 30	655	12,724 09	1,117 42	54 15	0 59	12 46	a436 11	20 00	20 00
Adstock	153 82	147	4,139 12	17 72	25	908 66	101 16	11 80	.....	3 69	56 00	.....	5 00
Agnes	594 37	380	5,317 89	31 71	97	1,393 21	170 10	16 12	9 93	4 24	242 50	14 00	25 00
Amherst Island	150 80	390	14,180 45	54 92	28	1,107 12	46 93	42 07	.....	0 41	64 00	15 00	5 00
Amqui	1,130 16	580	10,898 14	56 38	193	4,284 27	502 51	33 76	.....	15 47	430 00	11 25	40 00
Ange Gardien de Rouville	251 45	178	4,241 97	18 32	30	419 97	154 96	11 89	.....	1 71	128 00	.....	10 00
Angers	243 06	162	3,585 93	17 54	34	543 68	162 52	9 95	.....	1 94	121 00	3 00	10 00
Arthabaska	1,559 06	222	6,368 68	29 32	793	15,977 62	2,075 12	31 40	2 50	21 20	590 00	100 00	80 00
Arundel	275 33	621	14,558 45	65 10	122	3,689 62	175 11	40 70	20 36	2 55	138 50	7 00	12 50
Asbestos	644 75	643	13,856 85	66 29	158	1,912 50	285 45	40 60	.....	11 53	224 00	.....	25 00
Avignon	154 45	532	12,541 89	55 72	65	1,193 04	186 82	36 06	1 92	4 07	74 00	6 00	5 00
Ayer's Cliff	579 84	452	6,720 65	34 73	92	1,576 86	210 13	21 16	.....	5 09	240 00	10 00	25 00
Aylmer (East)	1,510 80	926	10,251 18	61 90	430	9,277 00	1,026 93	34 14	34 85	4 44	a551 50	.....	.....
Aylwin	183 29	247	2,847 77	16 61	12	272 07	28 20	8 12	.....	0 82	85 00	.....	7 50
Bagotville	478 02	836	18,195 03	95 06	55	1,021 59	148 62	50 59	.....	7 10	250 00	.....	20 00
Baie St. Claire	105 67	16	573 85	2 85	1	41 73	6 25	1 58	.....	1 63	40 00	6 00	.....
Baie St. Paul	974 86	800	15,154 60	71 76	635	18,907 11	1,242 23	62 99	.....	6 43	446 00	24 00	40 00
bBaillargeon	160 57	37	748 52	3 45	2	10 50	93 94	1 55	.....	1 31	80 00	.....	5 00
Barachois de Malbaie	374 79	143	3,866 16	17 66	25	581 27	24 83	10 69	.....	5 72	177 00	5 00	15 00
Barnston	210 64	230	2,487 62	14 72	79	1,147 04	64 75	8 83	.....	1 98	96 00	.....	10 00
Batiscan	375 97	661	16,996 59	70 43	238	4,180 49	370 28	48 22	.....	6 87	198 00	132 00	15 00
Beauceville, Est	1,709 51	472	9,586 21	48 19	540	13,153 94	2,531 11	27 18	.....	10 74	530 00	18 00	60 00
Beauceville, Ouest	433 96	305	4,843 65	26 47	148	2,792 19	142 37	17 66	.....	3 74	208 00	.....	20 00
Beauharnois	1,903 42	1,153	18,428 24	96 43	507	11,099 17	756 26	53 94	39 66	8 48	605 00	28 00	80 00

a Including commission on box rents. *b* Accounting from March 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Compensation paid to Post-masters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Beauport	271 32	79	810 80	5 51	189	4,413 43	507 05	3 93	.....	1 03	112 00	6 00	10 00
Beaupré	244 87	103	3,220 91	13 81	38	677 91	90 30	9 63	.....	4 10	95 00	.....	10 00
Beaurivage	221 02	125	3,950 86	15 38	29	2,041 01	54 60	11 00	.....	0 82	98 00	.....	10 00
Bécancour	534 22	344	9,679 90	40 85	141	3,370 47	252 56	28 85	57 93	1 74	299 00	40 00	27 50
Bedford	1,541 84	835	8,291 80	51 43	590	6,356 90	800 40	28 36	64 68	2 70	535 00	16 00	60 00
Beebe Plain	514 87	586	7,752 51	56 39	232	4,172 32	442 90	22 47	.....	1 74	156 00	.....	15 00
*e*Bellerive	355 50	16	400 98	1 85	1	25 00	5 80	1 10	.....	1 03	107 50	.....	7 50
Beloeil Station	544 46	10	146 97	1 48	1	15 00	19 41	0 41	.....	0 62	220 00	.....	25 00
f Beloeil Village	381 20	406	8,683 53	40 66	179	4,096 25	114 65	25 82	.....	1 67	160 00	.....	15 00
Bergerville	447 01	113	2,193 21	12 46	116	1,187 48	266 61	8 31	.....	3 22	231 00	16 00	22 50
Berthier (en bas)	215 38	194	4,442 12	19 50	113	3,439 13	212 05	15 46	.....	1 63	86 50	.....	7 50
Berthier (en haut)	1,676 34	767	13,457 61	67 87	853	16,081 37	965 93	47 37	137 89	6 83	*a*575 75	20 00	.....
Bic	1,018 71	941	20,824 01	94 56	339	6,269 99	527 50	63 18	.....	9 03	406 00	9 00	40 00
Bienville	348 04	123	1,587 29	8 75	55	1,439 77	157 75	5 48	.....	0 87	130 50	.....	12 50
Birchton	170 83	50	1,028 77	5 59	22	850 58	40 75	4 83	.....	3 12	90 00	4 00	5 00
Bishop's Crossing	501 12	513	7,091 17	40 72	95	2,729 49	274 12	23 13	.....	5 64	228 00	18 00	25 00
Black Cape	230 43	349	7,717 98	36 23	62	1,873 72	50 10	23 85	6 09	4 86	120 00	3 00	10 00
Black Lake	1,118 35	1,255	19,396 35	125 61	152	2,088 52	554 82	55 14	0 08	3 15	420 00	42 00	40 00
Blue Bonnets	530 09	208	2,262 16	19 79	58	615 92	142 73	6 65	.....	0 83	268 00	.....	27 50
Bolduc	300 29	414	10,645 68	47 22	95	3,118 42	375 71	29 43	.....	5 78	190 00	20 00	15 00
Bolton Centre	170 81	174	1,965 46	12 51	46	783 90	102 20	6 59	.....	2 61	110 00	30 00	10 00
Bonaventure River	378 44	444	11,332 97	50 11	87	2,136 55	194 24	33 15	.....	7 90	165 00	3 00	15 00
Boucherville	1,702 88	254	5,632 23	26 04	85	1,269 00	66 70	16 57	.....	0 33	256 00	.....	25 00
Bouchette	263 39	203	2,856 16	15 16	44	675 04	103 71	7 99	.....	2 65	117 50	.....	10 00
Bristol	190 67	303	6,673 98	30 32	116	2,092 03	198 41	18 42	.....	3 69	100 00	.....	7 50
Brome	384 70	317	5,937 40	29 19	116	912 44	139 51	17 04	.....	4 70	170 00	3 00	15 00
Bromptonville	945 21	1,064	15,155 85	76 75	218	3,947 55	337 27	41 94	.....	2 59	420 00	5 00	40 00
Broughton Station	321 63	132	3,206 78	13 77	82	1,968 60	168 51	9 63	.....	2 01	132 00	*b*3 75	15 00
Brownsburg	512 32	689	13,141 45	88 46	59	1,011 84	166 85	37 06	19 99	5 15	195 00	3 00	20 00
Bryson	806 13	700	10,629 44	53 75	257	3,549 88	568 06	29 52	19 44	1 85	358 00	3 00	40 00
Buckingham	3,968 12	2,741	30,873 25	177 78	810	18,379 72	1,356 25	93 51	48 84	5 80	*a*1,152 80	98 00	.....
Cabano	872 84	454	12,626 21	53 45	72	1,378 50	197 96	35 28	.....	14 63	300 00	.....	30 00

Cacouna	836 82	461	8,092 95	42 01	233	6,265 56	379 35	26 35	11 03	6 88	430 00	3 00	40 00
Calumet	739 10	602	7,910 85	42 54	108	2,017 73	234 69	22 15	2 38	4 77	330 00	.....	35 00
Calumet Island	262 56	111	3,047 85	12 78	37	1,358 40	81 66	8 38	11 04	1 38	110 00	8 00	10 00
*h*Campbell's Bay	620 59	188	4,502 97	19 71	77	1,140 13	297 34	12 68	0 54	3 56	230 00	10 00	25 00
Candiac	1,226 70	167	2,955 96	18 31	95	679 95	761 27	8 93	.....	9 56	507 00	.....	50 00
Cap Chat	344 61	102	2,888 73	12 83	50	1,961 07	122 95	8 83	1 77	6 20	183 00	.....	15 00
Cape Cove	276 56	181	3,424 54	17 96	92	1,766 14	219 07	10 42	.....	4 51	160 00	.....	15 00
Capleton	452 24	642	14,640 88	72 33	171	2,034 96	124 66	43 54	18 27	3 93	202 50	36 00	20 00
Caplin River	331 94	361	7,818 80	36 18	42	1,037 27	69 85	22 84	.....	3 86	110 00	12 00	10 00
Cap Magdaleine	307 81	180	2,922 48	14 82	587	4,313 54	1,665 54	11 78	.....	4 90	137 50	.....	12 50
Cap Rouge	210 82	102	1,531 98	8 21	44	1,039 95	132 80	4 26	.....	1 04	85 00	.....	5 00
Cap St. Ignace	479 63	284	6,563 50	30 00	306	6,560 20	533 44	21 47	.....	6 26	220 00	1 00	25 00
Cap Santé	298 01	124	3,253 30	13 72	286	4,110 54	690 68	9 25	.....	5 24	104 00	.....	10 00
Carleton	268 86	475	10,478 13	48 86	143	2,246 87	160 19	30 13	.....	4 17	145 00	.....	12 50
Causapscal	774 04	315	6,382 36	30 34	73	1,826 48	208 30	17 63	.....	6 36	176 00	.....	20 00
Cedar Hall	834 62	415	5,994 53	31 58	116	2,938 20	349 74	17 66	.....	6 52	320 00	3 00	35 00
Cedars	251 21	406	7,546 52	35 78	94	1,939 94	115 95	21 07	.....	1 22	96 00	.....	5 00
Chambly	494 11	307	4,369 07	23 30	136	1,850 23	221 37	14 07	.....	0 34	204 00	.....	20 00
Chambly Canton	1,016 79	801	13,380 02	67 38	265	2,924 39	443 40	40 56	110 70	3 59	311 00	.....	32 50
Chambord	275 67	244	6,387 98	27 43	81	2,050 67	215 53	18 74	.....	2 21	125 00	.....	10 00
Champlain	427 08	649	17,264 17	73 34	233	7,523 76	283 82	51 37	.....	4 55	200 00	.....	20 00
Chapeau	406 00	588	10,793 47	51 05	144	3,447 77	294 01	31 10	.....	3 43	194 00	9 00	20 00
Charlemagne	241 58	85	2,064 96	8 93	29	1,031 31	68 80	6 17	.....	0 91	107 00	5 50	7 50
Charlesbourg	343 95	297	4,880 37	25 81	117	1,188 55	587 45	13 84	.....	1 31	160 00	.....	15 00
*g*Chartierville	215 38	351	5,375 99	27 58	18	309 08	55 80	14 79	.....	3 68	90 00	.....	10 00
Chateauguay	208 16	88	2,113 18	10 07	39	1,337 36	210 43	5 95	.....	0 59	110 00	.....	10 00
*e*Chateauguay Basin	302 80	10	130 94	0 79	6	41 55	16 25	0 83	.....	0 51	106 00	.....	10 00
Chateau Richer	127 19	64	1,899 69	8 01	28	590 55	53 73	5 23	.....	1 38	68 00	.....	5 00
Chateauvert	271 11	169	3,792 74	18 20	74	1,411 99	150 52	10 71	.....	6 03	150 00	.....	15 00
Chelsea	189 10	152	2,961 22	13 90	111	1,985 54	185 57	10 16	6 74	2 70	90 00	.....	5 00
Chéneville	494 21	581	17,966 26	74 72	114	2,818 72	420 58	51 86	49 71	7 40	212 00	34 00	20 00
Chicoutimi	3,952 62	729	17,402 07	89 59	1,340	26,285 47	4,625 95	57 65	.....	27 90	1,110 09	60 00	140 00
Chicoutimi Ouest	371 96	181	3,243 63	17 37	3	50 90	35 75	8 91	.....	2 90	*c*208 00	.....	*d*18 33
Clarenceville	583 27	157	4,574 66	19 86	107	2,294 95	146 17	16 91	24 22	13 73	240 00	16 00	25 00
Clark City	202 06	129	3,601 24	20 55	9	850 00	.....	8 90	.....	0 77	55 00	.....	5 00
Coaticook	4,645 92	1,914	22,345 52	134 30	1,297	18,973 37	2,524 59	79 91	18 40	27 45	*a*1,347 69	100 00	.....
Compton	1,019 50	784	10,372 27	61 19	230	4,062 87	565 45	30 94	2 34	7 24	408 00	48 00	40 00
Contrecoeur	284 39	316	6,156 18	29 36	115	2,841 73	69 85	20 75	9 89	0 17	116 00	.....	10 00
Cookshire	2,424 24	1,319	16,552 03	95 35	644	9,928 87	1,306 73	48 40	7 94	10 25	720 00	140 00	100 00
Coteau du Lac	218 06	242	4,440 74	21 94	121	2,297 17	95 56	14 63	.....	2 18	110 00	.....	10 00
Coteau Landing	377 43	510	10,137 53	47 25	297	4,188 43	308 89	32 23	.....	1 68	165 00	32 00	15 00
Courcelles	387 54	98	2,681 42	11 93	6	247 85	133 01	7 40	.....	4 80	180 00	.....	20 00
Cowansville	2,200 56	135	2,769 79	15 14	695	13,030 07	1,568 60	14 53	0 20	17 62	814 00	.....	100 00
Danville	2,689 95	1,652	18,256 47	112 05	798	14,247 41	2,079 79	65 02	15 86	16 84	740 00	216 00	100 00
Daveluyville	256 96	624	11,868 15	56 58	133	2,576 22	176 08	35 15	.....	2 39	140 00	.....	15 00
Delisle	262 13	158	6,956 17	26 07	32	1,614 47	137 78	20 02	.....	8 43	96 00	9 00	10 00
DeLorimier	2,866 67	560	4,436 33	32 57	83	1,711 79	148 23	12 62	.....	0 35	720 00	.....	100 00
Deschaillons	674 40	531	11,806 56	53 75	202	6,918 14	436 50	40 06	.....	8 75	295 00	36 00	30 00

*a*Including commission on box rents. *b*Including 75c. arrears. *c*Including $56 arrears. *d*Including $5 arrears. *e*Accounting from April 1, 1906.
*f*Accounting from May 1, 1906. *g*Accounting from August 1, 1905. *h*Non-accounting from April 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Deschambault	466 64	671	12,110 43	59 21	215	5,845 93	439 51	35 04	79 53	4 36	210 00	.....	20 00
D'Israeli	1,083 29	221	6,252 75	26 49	227	5,074 91	773 80	19 77	.....	20 45	425 00	27 00	40 00
Dixville	277 68	255	3,171 59	18 45	101	1,248 13	136 60	9 39	.....	3 41	115 00	.....	10 00
Douglastown	205 31	38	1,558 19	5 54	33	1,053 08	93 78	5 32	.....	4 41	124 00	7 00	10 00
Drummondville East	1,743 22	1,562	18,761 21	103 85	863	14,122 04	2,181 80	63 33	23 08	8 15	*a*563 75	56 00	.....
Dundee	280 74	57	327 64	2 92	30	464 48	65 25	1 02	.....	0 18	162 00	.....	15 00
Dunham	874 68	657	7,297 00	43 62	286	6,469 11	295 38	25 63	5 06	5 19	360 00	4 00	40 00
East Angus	1,092 06	1,076	17,410 94	90 57	305	3,511 57	583 85	51 66	8 31	8 71	460 00	3 00	40 00
East Broughton	239 78	210	6,444 39	26 93	46	1,012 90	74 23	18 14	.....	6 04	108 00	.....	10 00
East Farnham	299 69	72	843 38	4 85	48	725 61	63 50	2 73	.....	2 51	116 00	.....	10 00
Eastman	624 10	461	7,544 30	38 08	121	1,747 45	265 22	22 04	6 38	5 49	292 00	5 00	30 00
East Templeton	268 83	61	1,370 56	7 37	39	702 98	136 80	4 31	.....	3 95	146 00	.....	12 50
cEtang du Nord.	61 70	64	2,766 27	10 56	.....	.....	.....	7 60	.....	nil	30 00	.....	.....
Farnham	3,506 49	2,299	27,177 69	168 15	1,207	17,917 26	1,195 77	99 01	79 52	15 28	*a*1,012 46	9 00	.....
Farrellton	225 85	100	1,748 51	9 50	9	319 58	37 90	5 19	.....	1 33	110 00	5 00	10 00
Father Point	338 01	134	1,892 90	10 99	15	244 28	76 62	5 24	.....	0 72	130 00	.....	10 00
Fitch Bay	321 62	511	3,640 50	26 11	115	1,869 82	108 45	12 86	.....	2 48	150 00	.....	15 00
Fort Coulonge	1,121 40	353	8,173 99	37 30	107	3,413 65	283 99	22 47	.....	6 44	412 00	32 00	40 00
Foster	271 90	224	2,456 51	15 06	23	375 70	120 52	7 45	.....	1 26	119 50	16 00	10 00
Fox River	219 34	244	5,011 79	24 59	23	193 73	64 42	13 96	.....	1 67	103 50	42 00	7 50
Frampton	301 13	207	5,730 52	24 12	51	956 30	105 24	16 95	.....	5 07	138 00	7 00	15 00
Franklin Centre	268 60	366	6,328 68	29 95	110	2,147 75	206 56	20 19	24 25	1 22	120 00	7 00	10 00
Frelighsburg	761 41	662	5,984 73	41 47	136	1,932 56	177 16	18 97	15 91	5 14	331 00	16 00	30 00
Garthby Station	561 40	161	4,832 52	19 42	104	1,879 50	459 62	15 26	.....	10 33	295 00	5 00	30 00
Gaspé	1,261 08	403	10,552 52	53 40	269	5,460 72	652 15	31 76	9 34	18 79	552 00	134 00	60 00
Gentilly	685 39	451	14,446 01	57 37	211	6,558 43	195 88	48 42	.....	4 37	295 00	.....	30 00
Georgeville	608 23	338	3,633 71	23 20	121	1,423 84	202 97	11 30	.....	2 79	308 00	4 00	27 50
Gracefield	530 77	1,009	22,452 33	99 27	85	1,540 36	270 32	61 92	0 12	2 05	226 00	18 00	22 50
Granby	5,312 46	2,557	31,633 26	179 17	1,644	23,176 32	2,519 15	111 43	10 45	16 84	*a*1,500 75	40 00	.....
Grand Cascapedia	282 67	184	3,991 33	18 84	39	1,241 89	69 68	11 92	.....	3 51	125 00	.....	10 00
Grande Baie	220 67	578	20,406 78	80 21	53	2,054 60	105 55	57 80	.....	11 57	140 00	9 00	5 00
Grande Grève	230 83	167	2,050 05	12 60	21	153 19	20 48	5 74	.....	1 60	125 50	.....	12 50

Grande Ligne	318	76	149	1,589	59	9	11	91	992	78	302	04	4	62	.....	...	2	38	167	50	.....	...	17	50
Grande Piles	413	90	718	19,174	63	82	93	77	2,442	24	118	04	54	39	.....		2	87	164	00	40	00	15	00
Grand Mère	1,781	08	121	2,240	05	20	54	538	8,271	57	577	70	11	68	.....		4	66	575	00	160	00	80	00
" Village	1,500	22	1,906	34,844	69	171	54	219	4,118	78	516	96	97	14	..	.....	10	86	485	00	.....		60	00
Grand Metis	233	46	198	3,207	00	15	97	48	700	62	165	41	8	81	.....		2	25	115	00	.....		10	00
Grand River	445	92	594	16.233	37	68	34	182	3,600	90	247	40	50	36	.....		2	34	238	50	.....		20	00
Grenville	970	16	1,991	34,791	58	165	34	211	4,859	93	247	75	98	65	82	13	5	00	395	00	24	00	40	00
Grindstone Island	253	47	392	14,531	87	56	29	38	920	60	20	82	41	06	.....		3	02	106	00	16	00	10	00
Grondines	265	05	388	5,134	53	27	22	106	2,330	36	194	41	15	24	.....		3	85	125	00	8	00	10	00
Guay	722	19	287	1,744	02	15	54	20	556	54	252	99	4	80	.....		1	26	258	00	.....		25	00
*d*Guigues	157	29	199	5.144	06	23	59	17	389	47	68	20	14	17	.....		1	96	54	00	.....		5	00
Hatley	454	25	340	5,007	11	27	10	123	2,316	62	263	06	16	46	2	24	4	95	215	00	.....		20	00
Hebertville	463	90	355	10,673	34	44	44	157	4,938	83	517	64	30	69	.....		7	73	236	00	5	00	20	00
Hebertville Station	615	00	101	2,275	92	10	14	42	1,309	37	280	56	6	75	.....		4	56	215	00	...	.....	20	00
Hemmingford	980	76	206	4,602	51	22	69	163	3,296	40	310	65	16	72	55	30	5	26	365	00	44	00	40	00
Henryville	341	04	130	4,626	70	17	86	102	2,483	42	64	30	16	68	45	51	4	83	151	00	.....		15	00
House Harbour	78	73	427	15,121	05	60	24	22	844	42	11	55	41	80	0	96	2	74	48	00	.....		.....	
Howick	651	45	244	6,038	23	28	69	129	2,378	43	316	60	16	95	33	83	8	03	285	00	.....		30	00
*e*Howick Station	333	83	14	211	26	1	39	1	89	68	2	95	0	58	.....	..	0	12	130	00	.....		10	00
Huberdeau	348	71	494	9,474	43	45	24	141	2,437	37	626	95	26	42	.....		2	35	200	00	44	0	15	00
Hudson	199	35	9	157	89	1	40	59	1,158	48	18	90	1	06	0	07	2	37	80	00	...	....	5	00
*e*Hudson Heights	368	08	41	522	92	3	18	2	11	75	14	00	1	44	.....		0	27	182	00	.....		20	00
Hull	6,907	57	2,178	27,909	47	161	18	2,724	46,164	68	4,130	55	86	10	181	21	13	71	*a*1,851	44	7	00	.....	
Huntingdon	2,481	54	1,580	18,924	55	109	05	678	9,387	14	1,072	67	60	65	145	45	8	85	836	00	100	00	120	00
Iberville	1,349	15	435	3,908	35	25	95	561	11,715	36	606	89	25	26	.....		3	85	452	00	...	..	40	00
*d*Indian Lorette	335	57	59	505	79	3	85	16	155	56	161	50	2	39	.....		1	42	168	00	36	00	15	00
Inverness	697	00	585	19,239	28	77	11	306	7,317	11	626	16	56	55	65	47	12	69	305	00	44	00	30	00
Isle Verte	850	47	663	13,256	34	62	60	158	3,557	83	234	06	41	69	17	71	6	22	386	00	14	00	40	00
Joliette	4,644	04	1,460	27,254	20	142	33	3,063	62,778	31	4,368	05	94	23	12	05	23	58	*a*1,263	12	70	00	.....	
Jonquieres	603	92	754	19,811	83	87	70	55	1,914	90	110	88	54	67	0	03	7	23	287	00	5	00	30	00
Kamouraska	649	48	397	7,853	84	35	87	198	3,935	53	698	85	24	65	.....		1	48	303	00	.....		30	00
Kazubazua	507	23	270	6,142	06	28	33	75	1,281	40	294	53	16	93	.....	.	3	62	210	00	.....	..	20	00
Kildare	162	60	35	486	39	2	80	9	206	25	42	11	1	33	.....		2	06	100	00	24	00	10	00
Kingsbury	340	28	139	3,588	15	16	91	129	1,152	59	116	50	11	67	.....		6	73	179	00	14	00	15	00
Kingsey Falls	472	95	591	6,799	35	39	56	120	2,115	40	252	17	21	91	4	50	3	05	235	00	*b*5	50	22	50
Kinnear's Mills	181	33	241	5,211	31	24	47	56	1,002	37	34	66	15	98	12	14	2	79	100	00	1	00	10	00
f Kippewa	193	78	11	111	61	0	65	3	20	37	1	75	0	34	.....		0	23	152	00	.....		15	00
Knowlton	1,884	10	522	6,729	94	39	71	482	6,332	89	892	84	23	47	5	74	14	83	635	00	24	00	80	00
La Baie	530	82	338	4,683	78	24	52	116	2,867	08	270	00	14	92	.....	.	0	53	252	00	170	00	25	00
La Baie Shawenegan	221	24	173	4,183	31	18	43	11	92	47	39	04	11	51	...	.....	1	64	80	00	.....		5	00
Labelle	885	42	1,753	42,714	23	191	58	281	5,388	93	320	68	118	39	.....		9	45	426	00	10	00	40	00
Lac à la Tortu	218	52	282	8,631	54	35	34	46	961	18	75	09	24	21	.....		1	63	116	00	22	00	10	00
Lac au Saumon	519	31	241	4,073	43	20	99	16	316	22	204	90	11	35	.....		5	25	180	00	.....	...	20	00
*c*Lac aux Sables Station	152	97	186	4,529	69	19	73	26	686	91	128	40	12	45	.....		3	41	74	00	3	00	5	00
Lac Bouchette	156	85	231	3,926	56	20	33	11	227	34	31	78	10	92	.....		1	72	97	00	.....		10	00
Lachine	2,117	35	871	11,965	39	94	84	581	9,234	89	920	35	44	07	85	94	5	38	*a*604	00	.....		.....	
Lachine Locks	2,020	08	1,447	17,459	01	135	23	255	3,999	60	357	15	51	85	1	25	6	81	565	00	.....	...	60	00
Lachute	2,506	06	1,858	24,728	51	135	36	938	18,276	26	1,333	66	78	70	235	27	8	60	760	00	94	00	100	00

a Including commission on box rents. *b* Including 50 cents arrears. *c* Accounting from October 1, 1905. *d* Accounting from December 1, 1905.
e Accounting from April 1, 1906. *f* Accounting from January 1, 1906.

APPENDIX C—*Continued*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of MoneyOrders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance toward Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lachute Mills	823 82	484	3,744 16	26 57	68	786 17	102 30	10 71	.....	4 99	325 00	.....	35 00
Lac Masson	217 88	392	8,699 99	40 05	19	523 94	398 65	23 91	.....	2 54	120 00	7 00	10 00
Lacolle	678 05	759	8,681 02	48 51	210	3,135 29	213 86	29 70	54 15	0 53	325 00	18 00	40 00
La Conception	75 59	271	9,110 72	36 16	49	1,369 74	53 75	25 11	.....	1 74	40 00	.....	.....
Ladysmith	233 76	311	4,515 66	24 03	21	359 99	70 26	12 45	.....	0 83	118 00	3 00	10 00
*g*Lake Edward	390 35	3	120 00	0 40	.....	.....	.....	0 33	.....	0 11	162 00	.....	15 00
Lake Etchemin	198 64	57	1,058 32	5 43	12	336 77	81 09	2 90	.....	5 35	105 00	28 00	10 00
Lake Megantic	2,254 32	538	11,891 30	57 44	646	11,166 28	1,893 77	39 11	.....	20 78	660 00	.....	80 00
Lamartine	230 82	304	6,885 05	30 89	40	1,182 46	68 83	19 69	.....	2 14	92 00	5 00	10 00
Lambton	627 14	291	10,192 11	41 18	132	3,446 37	858 68	28 43	.....	8 80	265 00	.....	30 00
L'Annonciation	775 96	1,360	27,748 68	132 22	306	8,299 77	590 21	77 50	.....	4 16	385 00	18 00	40 00
Lanoraie	268 61	487	12,025 15	47 45	136	1,981 51	101 80	31 17	.....	0 50	122 00	.....	10 00
La Patrie	452 25	1,132	25,331 25	115 53	139	2,452 43	168 98	71 67	11 44	6 87	186 00	46 00	20 00
Laprairie	928 12	887	13,236 90	74 74	446	9,602 40	409 91	41 82	85 56	2 83	*a*355 24	.....	.....
L'Assomption	1,241 59	1,001	9,819 14	62 22	553	10,694 38	468 05	39 96	.....	1 07	*a*456 75	6 00	.....
La Trappe	240 66	204	3,050 49	21 93	138	2,425 91	460 50	9 31	4 01	3 51	115 00	.....	10 00
La Tuque Junction	552 08	747	25,894 25	104 32	24	1,253 29	.....	71 19	.....	0 96	56 00	.....	5 00
Laurentides	1,349 49	642	12,528 74	58 15	213	4,795 31	550 85	35 46	2 26	1 74	445 00	.....	40 00
Laurierville	501 72	104	1,395 46	7 89	80	2,170 85	404 91	4 68	.....	8 24	275 00	.....	27 50
Lanzon	751 79	309	8,042 82	39 01	260	5,324 47	676 18	28 43	.....	6 08	295 00	11 00	30 00
Lavaltrie	184 55	185	4,987 75	21 14	19	534 57	80 97	13 69	.....	1 92	105 00	.....	10 00
L'Avenir	372 35	949	28,043 78	111 97	135	3,154 70	226 61	79 71	.....	3 53	180 00	.....	15 00
Lawrenceville	414 88	94	1,873 78	9 25	77	1,280 90	345 75	5 54	.....	4 62	185 00	8 00	20 00
Leeds Village	432 95	514	14,433 37	60 75	140	3,110 41	299 68	42 35	47 14	8 02	180 00	18 00	20 00
Lennoxville	2,306 37	1,224	14,615 10	91 98	661	10,643 16	1,618 56	51 82	10 65	13 41	740 00	20 00	80 00
L'Epiphanie	661 24	442	6,191 00	33 60	196	3,034 29	220 79	17 90	5 68	3 25	264 00	110 00	27 50
Les Eboulements	442 43	441	8,089 15	39 07	287	8,815 94	216 15	33 73	.....	2 19	225 00	40 00	20 00
Les Escureuils	136 75	79	1,398 47	6 82	51	2,169 71	55 08	3 83	.....	2 29	58 00	.....	5 00
Les Escoumains	264 41	124	3,582 92	15 02	18	502 56	93 25	9 76	.....	5 09	156 00	.....	15 00
Lévis	3,406 15	1,462	24,206 08	128 27	2,331	44,030 93	4,840 59	80 61	14 70	7 94	945 00	330 00	120 00
Lime Ridge	161 30	127	1,655 94	9 30	20	266 08	59 20	4 79	.....	1 11	96 00	.....	10 00
*d*Limoilou	398 71	53	1,331 23	5 65	31	380 97	120 40	3 73	.....	1 57	120 00	.....	10 00

Liniere	359 95	294	4,287 01	22 55	18	426 06	130 14	11 77		4 71	196 00	50 00	15 00
L'Islet	744 51	1,074	21,037 95	97 36	462	9,906 71	720 17	66 65		5 95	290 00		30 00
Little Cascapedia	445 31	884	20,294 40	92 03	60	1,920 51	86 45	56 78		9 66	185 00		17 50
Little Metis	596 69	425	7,366 84	36 57	227	6,462 03	505 80	22 15	17 02	4 51	378 00		30 00
Long Point	1,641 67	376	3,595 20	25 22	111	2,824 26	343 85	11 70		0 56	470 00		40 00
Longueuil	1,288 76	536	6,633 07	38 41	404	5,886 24	704 60	22 55	1 19	1 30	a436 82		30 00
Lorette	340 84	202	5,282 33	23 61	92	2,491 03	480 99	15 86		4 04	140 00		15 00
Lorne	190 89	26	618 01	3 24	10	216 08	67 40	1 83		2 59	102 00		10 00
Lotbiniere	444 40	343	8,810 38	39 81	210	5,711 80	370 83	30 49	42 55	5 76	195 00	172 00	15 00
Louiseville	1,464 33	556	9,991 09	48 66	551	10,895 70	924 54	32 40		5 49	598 00	75 30	80 00
Lewé	212 94	58	1,396 44	6 36	22	255 06	81 60	3 91		2 05	102 00		10 00
Lyster Station	447 24	393	9,619 23	42 73	97	1,565 69	252 68	28 32	25 55	7 77	215 00	116 00	20 00
Magog	2,975 53	1,513	23,984 50	134 41	840	11,257 36	1,158 46	81 17	15 38	17 70	840 00	32 00	120 00
Maisonneuve	4,826 71	1,184	16,436 02	101 37	304	4,439 98	443 05	50 04		9 70	350 00		60 00
Maniwaki	1,081 39	469	6,739 52	38 17	132	2,634 60	230 28	19 26	7 70	5 64	405 00	30 00	40 00
dManseau	405 96	122	1,472 65	8 69	15	182 01	66 50	4 04		1 05	144 00		15 00
Mansonville	712 90	405	4,061 24	25 23	132	1,397 21	218 65	12 91		4 87	300 00	16 00	30 00
eMansonville Station	254 81	10	110 19	0 89			4 00	0 30			117 00	11 00	10 00
Maple Grove	198 47	107	2,192 22	10 20	5	148 10	30 20	6 40		2 51	75 00	5 00	5 00
Marbleton	445 26	259	4,904 13	23 92	68	1,003 75	140 83	14 37		4 65	190 00	28 00	20 00
Maria	434 06	393	6,400 83	31 79	107	1,839 41	310 84	18 98		2 13	185 00	3 00	20 00
Marieville	1,270 43	1,420	35,870 40	157 53	634	11,016 39	666 91	112 34	73 57	6 24	435 00		40 00
Martinville	209 51	361	5,194 94	27 01	51	502 66	79 08	14 91		1 32	102 50		10 00
Mascouche	355 50	146	2,025 09	11 38	48	716 58	133 55	5 66		1 09	150 00	5 00	15 00
Massawippi	262 53	371	4,877 14	26 36	50	322 93	82 27	13 83		2 90	120 00		10 00
Masson	527 76	342	8,024 00	34 76	103	2,098 29	234 00	22 66		6 97	220 00		25 00
Matane	1,068 96	773	24,652 88	99 58	236	6,800 85	679 15	74 68		22 07	472 00	200 00	40 00
Matapédia	698 51	1,054	13,125 69	74 44	101	2,428 17	332 35	40 55	7 89	2 91	366 00	38 00	35 00
Melbourne	506 46	612	4,865 52	34 78	161	2,960 70	173 74	15 86		2 60	256 00	144 00	20 00
Metabetchouan	993 50	768	22,905 55	93 43	135	4,650 85	380 78	63 98		7 35	400 00	5 00	40 00
Méthots Mills	133 23	150	2,787 31	13 23	15	294 49	16 17	8 24		0 92	80 00		5 00
Mile End	2,745 23	969	9,981 22	68 70	275	3,708 55	845 08	28 79		5 22	200 00		
Mille Isles	62 64	100	1,758 97	8 97	19	231 91	23 50	4 84		0 37	34 00		
Mistassini	118 52	95	2,003 25	9 81	37	1,000 79	144 82	6 17		2 27	54 00	10 00	5 00
Montauban	349 93	236	7,215 10	29 93	41	726 06	145 58	20 05		10 34	136 00		15 00
Monte Bello	935 37	1,008	25,084 26	107 19	204	5,064 02	270 28	69 22	83 25	5 52	330 00	16 00	35 00
fMontfort	439 72	58	1,407 82	6 77	12	201 19	58 25	4 08		1 04	170 00		15 60
Montmagny	2,258 53	1,678	25,708 32	136 89	1,211	24,540 86	2,655 51	82 73	10 51	12 28	a681 81	40 00	
Montmorency Village	749 85	349	5,267 93	28 19	102	2,138 68	109 34	14 55		2 26	325 00		35 00
Montreal—	*806,140 30												
*(Divided as follows)—													
Head Office	646,009 11	38,993	576,337 41	5,208 40	192,962	2,930,826 94	352,493 61			c243 03	b		
Beaudoin Street	300 00										32 11		
Bleury Street	1,110 00										64 41		
Boulevard St. Denis	609 00	397	4,068 90	28 22	13	109 18	103 55	11 25		57	56 75		
Chaboillez Square	11,165 00	1,798	18,295 15	151 32	22	636 06	60 60	51 81		1 53	100 00		
City Councillor St	3,405 00	867	8,254 56	77 65	48	1,003 76	402 21	23 04	7 63	6 39	100 00		
Cote St. Louis	474 00										60 00	12 00	

*a*Including commission on box rents. *b*Salary, &c., entered in Auditor General's report. *c*Commission to non-accounting offices, &c. *d*Accounting from December 1, 1905. *e*Accounting from May 1, 1906. *f*Accounting from January 1, 1906. *g*Non-accounting from October 1, 1905.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance toward Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*g*Drysdale	8,330 00	2,209	22,226 57	233 76	29	270 95	656 55	61 15	18 95	6 43	82 41		
Fullum Street	2,455 00	2,531	44,894 08	348 35	28	478 15	499 37	123 89	31 34	6 29	100 00		
Hochelaga	4,509 58	3,385	45,224 98	351 28	383	7,399 98	965 83	130 37	66 58	3 99	*a*691 75		
Montreal Station B	15,835 88	4,465	51,026 91	523 07	147	2,381 47	2,321 00						
Mount Royal Ave	1,460 00	533	4,509 04	33 49	57	415 73	38 65	13 45		97	75 00		
*f*Notre Dame St. W.	893 01	118	1,856 63	12 39	1	11 00	18 55	5 10		16	32 94		
Ontario St., Centre	4,520 00	620	6,561 94	43 84	11	262 01	361 80	18 43		5 11	100 00		
Ontario St., East	4,075 00	1,074	11,425 42	73 34	14	114 11	182 25	31 64		1 34	75 00		
Parc Lafontaine	588 00										60 00		
Park Avenue	2,645 00										60 00		
*c*Peel Street	320 00	58	382 81	4 88			0 75	1 04	0 64	11	8 33		
Point St. Charles	4,395 54	4,026	46,651 03	529 25	507	6,424 53	724 96	136 24	77 56	3 95	900 00		140 00
Prince Arthur St.	3,425 00	1,150	11,345 25	117 10	50	1,358 97	212 60	33 69	3 76	2 19	100 00		
Rachel Street	2,293 02	1,000	8,749 09	63 69	39	239 70	212 10	24 11		77	60 00		
Roy Street	4,690 00	1,275	14,609 57	98 84	58	880 68	699 21	40 92		2 53	100 00		
St. Catherine Street, Centre	29,321 55	7,905	78,468 77	734 67	375	7,467 70	4,618 65	217 79	56 22	34 80	800 00		
St. Catherine Street, West	12,065 00	1,002	7,604 94	69 31	54	574 10	337 22	21 11	1 81	1 81	100 00		
St. Cunegonde	8,320 53	1,969	23,523 52	187 76	211	2,840 14	313 75	66 60		1 95	700 00		
St. Denis Street	2,555 00										26 35		
St. Gabriel de Montreal	2,853 36	597	8,348 47	54 53	43	494 05	50 60	23 38		3 70	412 00		40 00
St. Henri de Montreal	7,192 86	2,513	26,715 06	199 01	691	9,633 82	1,296 49	81 55	23 60	2 41	*a*620 18		
St. Jean Baptiste de Montreal	3,661 11	906	11,191 81	77 70	87	1,462 93	511 39	33 43		4 55	600 00		80 00
St. Jean de la Croix	350 00										60 00		
St. Lawrence Street, Centre	10,394 00	3,663	47,543 55	474 79	75	1,130 13	542 45	131 39	24 16	16 26	100 00		
St. Loui Square	2,220 00	344	3,737 36	25 28	9	137 43	1 00	10 41		0 10	100 00		
Villeneuve	355 50										132 00		15 00
Villeray	88 25										32 00		

Visitation Street	3,256 00	1,223	13,335 49	98 75	27	295 25	164 65	36 67	.....	2 02	100 00	.....	.....	.....	
*b*Montreal West	367 87	66	525 37	4 28	5	48 15	35 00	1 45	.....	1 13	152 00	.....	15 00		
*b*Mont Rolland	248 68	225	6,198 13	24 52	2	80 00	2 50	17 04	.....	2 18	50 50	.....	2 50		
Morin Flats	184 36	176	3,770 57	15 58	28	952 55	128 80	10 48	.....	1 37	84 00	12 00	5 00		
*b*Mount Carmel	215 40	69	992 19	5 47	4	24 15	76 62	2 73	.....	1 80	92 00	.....	10 00		
Murray Bay	1,043 94	455	13,402 73	56 14	418	10,352 95	1,700 33	38 24	16	21 72	470 00	100 00	40 00		
Napierville	739 18	479	15,884 22	62 86	237	5,339 60	140 80	52 20	.....	4 63	240 00	3 00	20 00		
Newbois	136 79	248	5,623 46	24 96	28	627 60	88 86	16 33	.....	1 98	70 00	.....	5 00		
New Carlisle	1,092 13	550	12,211 15	57 36	424	8,615 64	990 21	38 77	5 57	9 16	415 00	.....	40 00		
New Glasgow	272 11	100	2,902 62	12 95	57	1,732 02	291 15	10 08	.....	4 44	130 00	.....	10 00		
New Liverpool	228 47	415	7,059 20	35 60	40	660 16	103 88	20 19	.....	2 25	92 00	.....	5 00		
Newport Point	313 08	102	2,328 28	10 93	19	370 68	243 25	6 48	.....	1 85	170 00	.....	15 00		
New Richmond	226 99	173	4,961 94	21 01	62	1,798 21	73 52	14 05	.....	3 15	124 00	14 00	10 00		
New Richmond Station	215 11	469	9,879 38	47 01	23	836 78	24 24	27 16	.....	4 06	100 00	.....	10 00		
Nicolet	2,082 43	871	13,552 96	72 74	1,010	23,638 87	2,189 68	57 85	5 21	13 57	694 00	176 00	80 00		
Nominingue	695 05	1,326	20,090 23	103 22	273	6,721 54	363 67	56 27	.....	1 59	385 00	54 00	35 00		
Normandin	317 05	367	11,234 76	45 88	150	7,888 10	221 18	35 23	.....	4 38	150 00	30 00	15 00		
North Coaticook	513 64	318	2,056 89	16 35	47	326 83	31 45	6 46	.....	0 84	115 00	.....	20 00		
North Ham	235 47	169	4,930 94	20 28	40	1,055 02	205 20	15 21	.....	6 05	105 00	3 00	10 00		
North Hatley	1,794 49	789	11,367 55	63 37	213	3,486 64	629 99	36 61	.....	9 95	616 00	4 00	80 00		
North Nation Mills	256 57	185	2,647 02	14 19	49	1,105 19	43 80	7 30	.....	2 90	114 00	4 00	10 00		
North Temiscamingue	318 87	15	556 91	2 89	20	563 45	119 07	2 23	.....	2 29	134 00	.....	15 00		
North Wakefield	299 17	50	1,045 13	5 07	47	732 37	102 34	2 95	.....	2 04	118 00	25 00	10 00		
Notre Dame de Grace	580 28	46	489 70	4 27	42	501 14	28 52	1 61	.....	0 37	230 00	.....	25 00		
Notre Dame de Ham	153 48	18	511 13	2 34	7	83 45	220 90	1 42	.....	2 97	108 00	.....	10 00		
Notre Dame de la Salette	243 73	155	4,711 06	19 80	65	1,764 38	131 70	13 37	2 01	2 72	114 00	36 00	10 00		
Notre Dame de Lévis	2,235 17	1,021	11,825 04	69 01	285	4,197 01	1,026 03	34 77	.....	3 03	600 00	12 00	60 00		
*c*Notre Dame des Bois	215 90	101	2,541 91	12 97	6	175 60	84 55	6 72	.....	1 26	90 00	.....	10 00		
Notre Dame de Stanbridge	244 34	365	11,645 93	46 43	68	1,078 40	41 68	33 89	28 55	0 60	110 00	.....	10 00		
Notre Dame du Lac	597 06	1,307	28,781 26	129 79	131	3,677 58	297 24	81 37	.....	5 95	267 50	6 00	27 50		
Notre Dame du Laus	208 20	248	6,730 80	28 73	53	1,014 59	115 31	18 54	.....	1 39	104 00	14 00	10 00		
Ormstown	1,298 99	791	10,801 13	59 44	446	9,012 33	539 55	37 05	53 32	7 31	485 00	12 00	60 00		
Otter Lake	302 54	45	743 08	3 68	21	609 77	60 05	2 14	.....	81	172 00	28 00	15 00		
*d*Outremont	587 92	11	215 50	1 38	7	45 20	155 95	52	.....	84	150 00	.....	15 00		
Papineauville	967 13	1467	32,988 97	148 24	642	8,834 53	1,404 32	91 46	64 70	10 40	370 00	22 50	40 00		
Paquette	226 68	174	3,629 69	17 42	62	1,032 30	115 48	11 84	.....	2 44	100 00	.....	10 00		
Paspébiac	789 41	294	6,615 91	32 28	416	13,821 85	1,117 22	26 45	.....	6 40	449 00	277 00	40 00		
Paspebiac West	673 14	331	4,544 44	27 50	21	198 30	75 00	12 60	.....	5 50	195 00	.....	20 00		
Percé	588 54	488	8,940 04	46 86	172	3,758 17	441 33	28 30	29 83	4 99	272 00	162 00	30 00		
Phillipsburg East	375 88	253	3,243 67	23 20	91	1,146 26	103 22	9 73	.....	4 34	146 00	.....	15 00		
Pierreville	1,305 57	439	9,033 88	42 78	486	9,656 06	458 60	39 12	30 54	4 08	520 00	52 00	60 00		
Plessisville	1,733 43	353	10,622 91	46 27	1,056	25,493 28	2,402 05	39 20	.....	18 92	566 00	60 00	100 00		
Plessisville Station	460 64	14	470 53	1 75	77	2,996 32	236 10	1 29	.....	5 42	146 00	.....	15 00		
Pointe au Pic	1,123 71	604	10,357 16	54 61	157	3,301 36	146 37	30 48	.....	2 74	550 00	.....	40 00		
Pointe aux Trembles, Laval	744 02	115	2,341 83	12 33	110	1,509 83	312 35	7 50	1 75	0 86	205 00	5 00	20 00		

*a*Including commission on box rents. *b*Accounting from December 1, 1905. *c*Accounting from April 1, 1906. *d*Accounting from January 1, 1906.
*e*Closed September 1, 1905. *f*Closed November 1, 1905. *g*Closed May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Pointe aux Trembles, Portneuf	312 44	249	6,157 13	26 84	86	1,974 95	227 03	16 94	.....	3 55	116 00	16 00	10 00
Pointe Claire	429 72	363	4,267 85	26 44	84	1,775 27	77 31	13 78	.....	0 48	160 00	.....	15 00
Pointe Gatineau	456 94	238	3,904 75	19 24	90	1,532 06	263 15	11 37	.....	1 06	190 00	3 00	20 00
Point Fortune	404 84	303	4,857 47	23 62	99	2,178 26	63 40	15 28	.....	1 64	150 00	.....	10 00
Point St. Peter	150 37	10	50 33	0 40	3	86 65	36 80	.....	.....	2 23	107 00	.....	10 00
Pont de Maskinongé	546 88	483	8,652 96	41 31	159	4,068 12	266 74	27 33	7 57	4 55	208 00	8 00	20 00
Pont Etchemin	503 80	400	6,477 60	33 73	70	1,535 11	198 02	17 89	.....	1 92	198 00	.....	20 00
Pont Rouge	558 57	532	13,525 00	58 29	240	6,516 29	468 26	38 73	.....	4 96	220 00	.....	25 00
Portage du Fort	541 73	520	7,515 32	37 97	169	2,877 71	251 26	20 88	15 15	2 84	240 00	3 00	25 00
Port Daniel East	180 65	141	4,580 43	19 40	71	1,715 60	100 08	15 24	5 18	3 88	88 00	.....	5 00
Portneuf	472 91	947	14,303 97	73 16	250	6,648 13	368 47	40 34	.....	3 49	219 00	.....	22 50
Portneuf Station	263 79	302	3,738 75	21 06	37	635 61	65 98	10 50	.....	2 50	128 00	16 00	10 00
Price	344 00	339	4,386 29	23 16	35	652 55	220 69	12 12	.....	4 37	162 00	.....	15 00
Proulxville	204 72	324	7,073 99	33 22	36	1,473 35	37 88	19 45	.....	3 48	104 00	.....	10 00
Quai des Eboulements	127 53	47	1,040 31	4 68	36	1,226 86	50 40	3 19	.....	1 26	125 00	8 00	10 00
Quebec	*106,899 03												
*(Divided as follows)—													
Head Office	85,565 08	9,311	124,445 02	884 85	37,942	848,291 39	99,529 93	.....	.....	c415 48	b..	.....	.....
St. John Suburb	4,734 40	1,911	20,710 29	141 64	39	597 40	1,157 81	57 14	1 06	10 18	800 00	.....	400 00
St. Roch de Quebec	11,775 43	3,749	59,049 25	342 20	858	13,848 05	8,254 06	168 32	29 62	26 83	600 00	.....	700 00
St. Sauveur de Que	4,824 12	953	18,002 13	95 50	484	6,990 26	1,235 68	52 96	7 54	10 54	620 00	.....	300 00
Quyon	1,049 53	1,162	27,646 56	124 33	355	6,115 48	1,117 51	78 42	37 79	7 33	425 00	7 00	40 00
Rapide de L'Orignal	262 90	347	7,473 65	34 55	108	3,762 38	181 37	21 72	.....	4 51	105 00	14 00	10 00
*f*Rapides des Joachims	403 61	41	543 03	2 83	1	31 90	31 10	1 50	.....	0 97	132 00	30 00	10 00
*g*Rawdon	497 96	11	224 31	0 93	5	83 80	24 00	26	.....	0 42	172 00	18 00	15 00
Rectory Hill	256 97	62	1,134 13	5 42	81	192 82	254 71	3 34	.....	1 84	115 00	.....	10 00
*h*Richardville	106 29	39	899 66	4 42	1	0 95	22 13	2 48	.....	1 61	62 00	.....	5 00
Richmond East	3,747 89	2,103	23,827 82	143 94	1,027	16,227 67	1,952 93	81 48	36 90	12 18	*a*1,192 11	276 00	.....
Rigaud	940 37	1,084	19,314 62	94 20	451	9,430 28	822 45	55 82	57 69	2 42	360 00	16 00	40 00
Rimouski	3,706 72	2,308	52,219 19	244 92	3,003	38,450 98	14,083 76	152 55	30 29	29 88	*a*1,040 25	34 00	.....
Ripon	328 85	108	3,214 31	13 11	60	1,957 99	227 80	10 27	.....	3 02	198 00	9 00	20 00
River Beaudette	409 12	181	4,061 95	18 90	80	1,806 58	90 73	12 77	.....	4 15	171 00	.....	17 50

Rivière à Pierre	282 06	307	5,278 55	27 09	60	1,260 61	134 21	14 90		3 46	102 00		10 00
Rivière Bois Clair	194 10	469	15,924 85	62 69	19	301 28	114 75	44 13	11 12	3 39	80 00		5 00
Rivière du Loup (en bas)	3,356 65	1,740	22,566 21	116 46	1,392	24,379 33	3,732 76	68 57	36 44	10 71	a1,030 12	132 00	
Rivière du Loup Station	2,890 63	965	16,887 21	89 71	855	17,289 63	2,592 33	51 34	7 75	17 60	825 00		100 00
Rivière Ouelle	341 92	378	6,416 89	30 73	182	3,476 54	187 05	23 20		0 95	153 50	9 00	15 00
Rivière Trois Pistoles	227 21	85	2,668 39	10 72	19	278 11	66 24	7 70		3 54	130 00		10 00
Robertson's Station	240 81	222	5,985 97	25 54	44	989 22	80 71	17 30		3 25	125 00	40 00	10 00
Roberval	2,527 90	963	19,743 43	97 08	625	18,067 65	2,239 10	67 19		12 26	775 00	30 00	100 00
Robinson	802 69	442	4,845 35	29 91	136	2,241 01	271 66	15 21		2 20	305 00	22 00	30 00
Rockburn	226 40	281	3,685 99	19 15	54	1,459 07	46 80	11 63		0 63	110 00		10 00
Rock Island	3,009 37	990	10,961 08	63 84	1,045	18,935 59	2,068 63	32 30		5 17	965 00		140 00
hRougemont Station	211 16	31	909 67	4 07	8	120 83	322 15	2 57		2 29	112 00	8 00	10 00
Roxton Falls	951 05	678	13,209 82	62 93	340	5,437 32	436 93	44 21	51	10 72	360 00	7 00	40 00
Roxton Pond	390 74	392	7,045 12	34 43	112	2,252 94	219 10	23 50		5 24	130 00		10 00
Ste. Adèle	975 17	666	12,683 41	59 36	318	5,811 85	1,294 66	35 33		5 41	404 00		40 00
St. Adelphe de Champlain	299 18	131	4,213 73	16 73	34	1.178 77	145 25	12 42		3 93	105 00		10 00
St. Agapit	240 90	266	3,948 49	19 64	49	1,023 57	201 43	11 65		1 87	115 00	7 00	10 00
St. Agathe de Lotbinière	373 56	197	7,559 53	28 72	47	1,631 26	126 70	22 99		4 49	145 00	12 00	15 00
St. Agathe des Monts	2,066 46	1,613	35,485 22	162 38	618	15,823 50	937 79	100 14	9 00	14 21	634 00	26 00	80 00
St. Aimé	460 76	782	24,761 89	99 48	338	10,376 88	422 21	82 51		5 46	205 00		20 00
St. Alban	378 92	381	12,192 99	48 98	134	3,527 34	308 10	35 29		5 57	d150 00	d3 75	d12 50
St. Alexandre d'Iberville	233 83	313	9,945 63	40 42	134	3,023 23	69 35	33 29		1 05	126 00	c3 25	10 00
St. Alexandre de Kamouraska	438 05	466	11,635 18	52 16	145	3,149 81	276 34	34 89		7 01	210 00	16 00	20 00
St. Anaclet	206 16	237	5,089 68	23 65	29	563 03	80 90	14 02		2 27	88 00		7 50
Ste. Anastasie	403 15	160	4,504 46	19 79	50	502 95	102 81	12 75		5 29	195 00	3 75	20 00
St. André Avellin	654 92	873	25,004 36	101 94	227	5,362 46	583 47	69 34	40 82	5 19	320 00	26 50	35 00
St. André de Kamouraska	644 67	230	7,525 31	30 35	808	25,332 40	1,125 65	21 40		9 53	212 00		20 00
St. Andrews East	721 19	1,387	19,896 40	104 32	335	6,409 39	501 18	60 44	80 58	2 99	360 00		40 00
Ste. Angèle de Laval	315 61	115	3,169 07	13 39	102	1,451 05	531 58	9 24		4 10	140 00		10 00
Ste. Angèle de Monnoir	205 38	66	1,754 96	8 05	28	586 62	77 79	5 58		1 40	95 00		10 00
Ste. Anne de Beaupré	801 67	120	4,360 09	17 82	3,441	13,407 44	3,293 17	32 90		12 97	365 00		40 00
Ste. Anne de Bellevue	1,712 26	728	13,555 12	84 55	151	2,724 87	191 95	39 03		6 06	490 00	12 50	50 00
Ste. Anne de la Pérade	1,089 66	1,126	15,012 65	80 99	661	17,385 28	869 66	46 60	18 05	6 10	420 00	44 00	40 00
Ste. Anne de la Pocatière	1,244 99	845	9,910 94	59 59	451	10,680 34	874 23	37 78		7 10	480 00		40 00
Ste. Anne des Monts	297 61	420	13,536 51	54 52	82	2,739 35	148 46	38 36		7 76	163 00	80 00	15 00
Ste. Anne des Plaines	447 75	68	1,728 94	7 75	65	2,130 87	81 45	4 76		1 65	201 00		20 00
St. Anselme	765 97	277	5,658 78	26 88	175	4,324 98	421 80	19 43		5 20	325 00	8 00	35 00
St. Antoine (Lotbinière)	156 63	224	7,059 03	28 00	152	6,249 57	150 67	23 71		3 56	70 00	3 00	5 00
St. Antoine (Riv. Richelieu)	475 45	293	6,024 64	28 21	76	1,438 71	54 75	18 36	9 01	3 44	164 00		15 00
St. Apollinaire	245 31	44	1,611 25	6 25	56	1,607 59	44 33	5 92		5 56	112 00	3 00	10 00
St. Armand Station	381 77	42	388 72	2 56	47	289 14	69 60	1 47		0 87	175 00	60 00	15 00
St. Aubert	351 64	231	4,362 74	20 33	126	2,814 97	215 20	15 77		2 07	167 50	88 00	17 50
St. Augustin (Portneuf)	144 42	132	3,335 21	14 77	80	2,206 24	112 61	9 17		2 38	55 00		5 00
St. Augustin (Two Mountains)	271 42				29	796 83	38 20	0 13		1 35	108 00	7 00	10 00

a Including commission on box rents. *b* Salary, &c. entered in Auditor General's report. *c* Commission to non-accounting offices, &c. *d* Including arrears of salary, $30. Forward, 75 cents. Rent, $2.50. *e* Including arrears of 25 cents. *f* Accounting from April 1, 1906. *g* Accounting from May 1, 1906. *h* Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Barnabé (St. Maurice)	526 38	418	9,933 76	43 70	128	4,309 72	409 51	29 31	.....	1 46	150 00	8 00	15 00
St. Barthélemi	701 54	1,004	16,699 40	81 51	272	10,084 30	310 49	49 23	28 31	1 25	275 00	3 00	30 00
St. Bazile de Portneuf	381 81	428	9,012 35	41 44	207	4,748 35	394 86	24 77	.....	2 62	140 00	.....	15 00
St. Benoit	347 25	305	7,633 30	33 40	103	2,333 04	87 85	21 11	.....	1 05	120 00	.....	10 00
St. Benoit Labre	170 36	152	3,260 00	14 57	17	600 90	36 30	9 25	.....	3 34	75 00	.....	5 00
St. Bernard de Dorchester	271 87	121	5,166 66	19 06	87	3,719 95	132 08	18 37	.....	4 99	135 00	.....	15 00
St. Bonaventure	283 69	31	1,230 55	4 67	42	1,233 49	67 82	5 51	.....	2 72	130 00	.....	12 50
St. Brigitte des Saults	141 71	280	9,887 28	39 18	58	1,042 50	82 06	28 54	.....	4 02	87 50	.....	7 50
St. Bruno, Lac St. Jean	168 71	75	1,323 88	5 89	24	978 58	37 05	4 08	.....	2 16	70 00	.....	5 00
St. Camille	464 41	235	7,880 23	32 04	74	2,505 65	122 41	26 71	.....	4 32	175 00	.....	15 00
St. Casimir	1,061 09	357	10,304 70	43 04	565	15,806 33	1,669 14	33 44	14 34	11 35	420 00	50 00	40 00
Ste. Catherine	88 58	52	1,212 96	5 55	13	150 32	138 84	3 34	.....	0 94	40 00	.....	.....
St. Célestin	337 17	580	16,403 26	68 48	124	4,051 75	154 18	52 89	.....	6 72	145 00	.....	15 00
St. Césaire	1,030 17	1,162	12,837 11	75 15	734	9,781 31	776 52	50 24	4 62	2 26	410 00	5 00	40 00
St. Charles de Bellechasse	521 05	327	9,242 52	38 90	248	5,490 89	576 51	28 42	.....	4 82	204 00	.....	20 00
St. Charles de Caplin	276 60	243	4,461 39	20 94	27	755 55	175 95	12 81	.....	6 08	130 00	.....	10 00
St. Charles River Richelieu	933 40	212	4,830 85	21 25	52	1,214 49	26 69	14 18	27 33	0 48	439 00	30 00	40 00
St. Chrysostome	581 93	698	18,839 78	79 83	219	5,722 80	230 55	58 90	105 03	6 03	290 00	12 00	30 00
St. Claire	322 43	234	6,656 91	27 62	68	2,338 48	228 62	19 36	.....	5 04	150 00	5 00	15 00
St. Clement	155 14	120	3,169 66	14 24	9	241 68	21 58	8 78	.....	1 34	78 50	11 00	5 00
St. Clet	268 09	286	7,218 18	31 53	79	1,972 30	56 80	19 87	.....	1 52	120 60	33 00	10 00
St. Clothilde	239 88	210	6,571 60	27 67	81	3,208 30	119 75	18 10	.....	6 80	110 00	.....	10 00
St. Constant	313 67	202	7,497 46	29 91	65	1,955 43	80 85	21 11	.....	4 85	120 00	.....	10 00
Ste. Croix	507 82	236	6,557 31	27 42	216	5,168 24	407 76	22 38	.....	6 15	188 00	.....	15 00
St. Cuthbert	298 57	459	12,383 96	52 10	191	5,974 01	316 05	41 71	28 57	4 00	130 00	3 00	10 00
St. Cyrille de L'Islet	258 00	172	3,772 25	17 42	72	2,196 58	59 54	13 07	.....	4 78	124 00	.....	10 00
St. Cyrille de Wendover	658 78	513	19,151 62	74 02	214	6,150 64	330 00	61 15	.....	7 37	360 00	9 00	40 00
St. Damase de Rimouski	106 37	87	1,389 76	6 74	10	360 75	51 05	3 95	.....	1 64	66 00	.....	5 00
St. Damien de Buckland	217 74	136	3,567 83	16 75	82	2,492 91	277 95	12 30	.....	2 90	96 00	.....	10 00
St. David de Yamaska	482 71	504	12,455 59	51 80	179	4,307 98	157 55	40 16	.....	1 19	176 00	.....	15 00

St. Denis de la Bouteillerie	242	51	204	4,481	08	20	68	38	820	82	122	35	12	42	1	91	104	00	10	00
Dt. Denis, River Richelieu	693	80	526	10,495	73	48	19	212	5,029	75	130	20	37	41	28	44	0	86	338	00	30	00
St. Donat	172	97	134	2,926	28	12	98	10	369	96	77	90	8	09			3	44	114	00	30	00	10	00
Ste. Elizabeth	261	60	240	9,053	65	35	02	157	4,678	66	111	36	26	27			2	39	96	00			10	00
St. Eloi	263	85	257	5,613	04	25	50	67	2,068	66	99	60	16	82			3	58	130	00	24	00	10	00
*b*St. Elzear de Beauce	186	90	18	341	45	1	60				5	00	0	94			0	45	81	00	9	00	7	50
Ste. Emélie de l'Energie	159	18	325	10,002	21	41	83	41	1,709	80	21	20	28	54			2	55	100	00	18	00	10	00
Ste. Emélie de Lotbinière	257	24	147	4,711	91	18	94	84	1,872	33	68	20	14	44	36	13	3	07	131	50			12	50
St. Éphrem de Tring	508	68	371	8,444	04	38	20	119	2,723	68	380	28	25	71			7	37	215	00	8	00	20	00
St. Esprit	202	66	610	13,865	60	61	41	75	2,240	06	40	28	39	09	0	03	0	98	100	00			10	00
Ste. Eulalie	277	78	121	2,930	06	13	14	76	2,239	63	178	06	10	20			3	81	138	00			15	00
St. Eustache	692	87	715	12,074	07	58	66	281	7,689	31	237	92	34	34	5	56	1	54	240	00	24	00		
St. Evariste de Forsyth	232	50	29	346	72	2	46	46	1,223	82	80	16	1	41			5	12	151	00	4	00	15	00
St. Evariste Station	528	75	146	3,879	21	16	94	85	2,322	56	399	32	10	72			5	47	170	00			15	00
St. Fabien	493	74	349	9,626	98	41	90	195	5,100	12	402	75	28	37			8	69	210	00			20	00
Ste. Famille	78	84	44	1,445	85	5	86	14	364	05	15	60	4	02			1	38	36	00				
St. Faustin	225	04	425	7,722	00	37	95	38	462	46	191	90	21	31			1	80	122	00			10	00
St. Félecian	447	49	834	22,674	11	95	34	137	5,197	50	317	27	65	98			7	09	221	00	28	00	20	00
St. Félicité	220	59	36	959	64	4	22	13	553	52	48	44	2	85			4	73	135	00			10	00
St. Felix de Valois	422	23	693	13,500	51	63	64	269	6,190	69	248	86	47	15			2	72	180	00	55	00	20	00
St. Ferdinand	787	40	181	5,369	89	22	83	155	3,158	42	752	51	17	53			8	19	360	00	50	00	40	00
St. Flavien	216	98	621	15,943	19	68	04	87	2,092	44	266	58	45	88			4	49	110	00			10	00
Ste. Flavie Station	1,063	01	1,191	21,630	91	107	57	347	4,966	52	1,820	13	62	52	51	56	17	30	428	00	35	00	40	00
Ste. Flore	392	24	404	10,928	94	46	31	97	2,196	83	82	41	30	74			6	56	203	00			20	00
*c*St. Foy	148	60	15	337	03	1	95	7	106	58	33	29	0	93			0	96	66	00			5	00
St. François du Lac	610	06	248	6,245	66	27	01	230	5,748	70	236	32	17	34			2	51	271	00	20	00	25	00
St. François Montmagny	325	78	299	7,164	54	31	51	188	5,520	02	242	11	22	38			5	91	147	00			15	00
St. Frédéric	201	43	154	2,536	17	12	70	43	1,747	95	131	95	7	11			3	11	110	50			10	00
St. Gabriel de Brandon	1,110	91	888	15,539	89	77	54	410	11,092	33	312	69	60	38			3	45	405	00	44	00	40	00
*d*St. Gabriel Station	64	55	44	497	87	2	87	4	68	65			1	37			0	47	55	00	4	75	5	00
St. Gédéon	353	71	34	1,314	35	5	35	56	1,322	57	142	03	4	07			4	52	164	00			15	00
St. Gédéon de Beauce	119	91	242	3,425	68	18	96	26	623	81	58	30	10	06			4	53	58	50			5	00
*c*St. Geneviève	370	73	43	1,077	27	4	68	11	361	55	14	00	2	96			0	16	70	00	11	00	5	00
St. Geneviève de Batiscan	680	48	777	19,413	05	83	27	567	11,004	70	742	12	56	16	2	35	7	98	287	50			30	00
St. George Beauce	355	90	141	3,303	54	14	68	129	2,386	54	230	63	10	80			5	09	215	00	20	00	22	50
St. George de Windsor	200	57	289	6,522	36	29	08	138	2,836	03	92	83	21	74			3	06	95	00			7	50
St. George East	1,049	55	634	13,293	20	62	25	274	6,922	58	1,281	91	40	03	3	13	10	49	420	00	66	00	40	00
St. Germain de Grantham	636	91	888	14,498	86	71	50	310	6,427	27	325	56	49	45			4	06	228	00			25	00
St. Germain de Kamouraska	141	97	43	1,049	96	4	54	40	1,379	06	143	50	3	04			1	64	70	00			5	00
Ste. Gertrude	198	93	161	7,249	50	26	74	116	3,785	47	73	28	26	47			3	80	120	00	*a*3	75	10	00
St. Gervais	381	40	334	8,749	36	38	48	159	2,609	43	503	88	26	53			5	61	160	00	66	00	15	00
St. Grégoire	430	94	386	13,324	58	51	46	120	3,424	46	381	63	38	90	76	13	6	89	186	00			20	00
St. Guillaume d'Upton	563	22	366	5,685	43	28	06	329	8,147	75	279	89	26	03			2	35	276	00			25	00
Ste. Hélène de Bagot	257	52	104	2,033	57	9	63	33	638	47	142	18	6	71			2	07	122	00			10	00

a Including arrears of 75 cents. *b* Accounting from April 1, 1906. *c* Accounting from March 1, 1906. *d* Non-accounting from September 1 to November 1, 1905. *e* Accounting from January 1, 1906.

APPENDIX C—*Continued*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of MoneyOrders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ste. Hélène de Kamouraska	257 89	184	5,294 10	22 07	70	1,855 60	88 00	15 86	.....	3 70	132 50	.....	10 00
Ste. Henedine	310 66	102	1,744 38	8 59	111	2,409 40	340 28	5 98	.....	3 32	132 00	.....	10 60
St. Henri de Lévis	446 39	548	13,246 55	56 45	248	7,664 46	693 13	41 85	.....	3 39	160 00	30 00	15 00
St. Henri Station	733 00	132	1,418 75	7 87	1,195	10,840 62	6,752 86	4 22	.....	8 27	242 00	5 00	25 00
St. Hermas	204 27	211	5,067 54	22 84	53	989 37	16 40	13 92	.....	2 17	112 50	5 00	10 00
St. Hilaire Station	448 31	452	8,152 29	40 36	124	2,614 59	164 58	23 02	.....	1 28	196 00	160 00	20 00
St. Hilarion	91 09	135	2,650 16	12 54	76	2,434 22	55 27	8 48	.....	1 02	48 00	.....	5 00
St. Honoré	279 57	81	2,200 63	9 40	65	1,454 20	141 20	6 67	.....	3 29	132 50	.....	12 50
St. Hubert	161 62	12	289 33	1 34	13	677 92	39 25	0 82	.....	0 43	80 00	.....	5 00
St. Hughes	412 55	167	4,907 73	19 61	171	4,720 81	100 60	20 51	.....	4 01	184 00	.....	20 00
St. Hyacinthe	10,799 91	1,891	25,883 30	169 45	5,244	87,027 05	7,038 40	124 11	31 82	27 78	a2,976 11	330 00	.....
St. Irénée	211 99	243	4,137 71	20 24	112	2,886 97	153 10	14 32	.....	1 12	80 00	8 00	5 00
St. Isidore Dorchester	236 79	257	8,614 93	34 61	136	2,037 02	116 61	25 74	.....	4 90	1:0 00	.....	10 00
St. Isidore Laprairie	243 42	33	628 85	3 01	48	1,452 77	118 45	1 85	.....	1 22	80 00	.....	5 00
St. Jacques	601 67	427	13,425 71	59 70	299	7,777 22	429 67	38 97	48 46	5 45	208 00	.....	20 00
St. Jean	9,597 96	2,640	34,429 16	233 58	1,923	25,851 96	3,417 02	113 58	137 25	11 10	a2,524 17	10 00	.....
St. Jean de Matha	228 05	265	6,618 86	28 42	77	2,707 02	93 05	24 70	.....	1 77	116 00	50 00	7 50
St. Jean d'Orléans	156 28	152	3,240 94	15 19	21	441 82	102 30	8 91	.....	1 14	95 50	.....	7 50
St. Jean l'Evangéliste	145 33	247	6,417 67	28 17	16	198 31	34 99	17 87	.....	2 49	90 50	b8 75	7 50
St. Jean Port-Joli	731 65	402	9,498 40	42 65	374	8,206 28	607 27	34 38	.....	8 33	320 00	.....	35 00
St. Jérome	3,612 67	1,420	18,960 23	104 30	2,820	59,868 54	3,580 45	58 29	74 57	10 18	a1,084 18	38 00	.....
St. Joachim de Montmorency	114 70	64	2,637 69	10 21	27	1,250 28	17 05	7 26	.....	0 24	60 00	.....	5 00
St. Joseph d'Alma	383 01	14	524 54	2 14	48	2,165 31	240 08	2 33	.....	5 84	168 00	30 00	15 00
St. Joseph de Beauce	1,535 65	801	8,559 09	51 89	616	13,993 83	2,380 60	25 48	0 02	8 05	520 00	2 00	60 00
cSt. Joseph de St. Hyacinthe	346 80	14	764 30	2 78	.....	.....	.....	2 10	.....	.....	142 00	.....	15 00
St. Jovite	649 29	845	23,331 20	100 67	248	5,306 39	291 70	64 59	.....	8 53	300 00	.....	30 00
St. Jude	372 42	397	9,675 12	41 29	44	1,086 93	97 80	28 47	.....	1 79	100 00	.....	10 00
Ste. Julienne	261 37	446	11,808 01	49 95	225	3,676 39	281 27	33 20	.....	3 72	94 00	.....	10 00
St. Justin	263 23	167	6,295 29	24 03	200	2,549 57	412 88	19 31	47 71	4 20	190 00	.....	10 00

St. Justin de Newton	196 52	401	9,031 79	39 47	54	885 41	96 96	25 43		1 62	88 00	8 00	10 00
dSt. Justine Station	179 75	7	109 50	0 60				0 30		0 26	70 00		5 00
St. Lambert (Chambly)	998 62	65	770 87	7 50	65	680 98	193 75	3 05		2 36	364 00		40 00
St. Laurent d'Orléans	162 18	60	1,378 44	6 56	51	1,251 82	59 80	3 91		2 67	84 00		5 00
St. Laurent Montréal	1,207 27	357	6,449 32	33 54	402	8,631 01	313 92	31 70		0 74	415 00		40 00
St. Lazare de Belchasse	196 76	108	3,042 48	12 82	75	1,770 17	160 70	12 26		2 47	93 00		7 50
St. Léon	192 86	88	2,050 29	9 44	24	594 69	139 47	5 66		2 61	118 00		10 00
St. Léonard d'Aston	489 74	135	4,443 17	17 78	126	2,639 68	165 67	15 85		7 62	196 00		20 00
St. Léonard de Portneuf	106 95	177	7,119 63	26 41	12	603 33	52 82	19 58		2 30	52 00		5 00
St. Liboire	398 50	93	2,241 55	9 63	84	1,341 98	554 90	8 28		3 94	205 00		20 00
St. Louis de Gonzague	295 46	463	14,648 08	59 44	55	961 80	60 10	40 73		3 07	135 00		12 50
St. Louis de Ha Ha	173 10	74	1,551 85	7 23	21	399 79	257 71	4 72		3 10	88 00		5 00
cSte. Louise	269 54	97	2,206 69	10 25	27	828 33	124 93	6 41		4 45	142 00		15 00
Ste. Luce Station	278 97	221	5,939 16	26 02	106	1,695 21	205 49	16 77		4 69	122 00	16 00	10 00
St. Ludger	260 53	429	10,735 95	48 29	31	841 03	140 60	30 17		7 25	118 00		10 00
Ste. Madeleine	364 34	124	2,730 38	12 46	22	520 52	353 15	7 54		0 80	140 00		15 00
St. Magloire	196 34	267	7,172 25	32 50	32	816 90	20 12	20 95		2 89	96 00	8 00	5 00
St. Malachie	219 54	109	3,244 05	13 39	21	626 02	53 38	9 61		5 16	120 00	64 00	10 00
St Marc	166 51	264	5,211 10	23 62	35	870 11	107 23	14 45	22 52	0 88	90 00		10 00
St. Marguerite de Dorchester	237 88	189	4,440 04	19 92	109	2,406 81	228 38	12 48		2 88	88 00		10 00
Ste. Marie Beauce	1,787 15	257	4,313 37	22 24	891	25,124 35	3,059 05	13 43		11 35	590 00	22 00	80 00
St. Martin	195 17	132	3,293 42	13 94	80	2,604 64	84 51	9 38		2 19	65 00		5 00
Ste. Martine	492 26	67	1,398 58	7 00	186	3,079 97	153 66	5 98	0 32	3 29	240 00		25 00
St. Maurice	278 00	273	8,297 19	34 00	87	1,985 34	130 45	23 06		2 35	110 00		10 00
St. Michel deBellechasse	380 96	336	9,750 91	40 01	184	4,351 54	286 98	31 05		3 85	155 00		12 50
St. Moise Station	421 54	99	1,689 68	8 22	18	537 11	125 80	4 65		3 84	176 00	28 00	20 00
Ste. Monique de Nicolet	316 57	62	1,647 76	7 11	102	2,632 49	300 61	8 46		1 82	168 00	7 00	15 00
St. Narcisse	416 72	478	12,032 11	52 47	140	3,697 61	124 80	35 18		3 47	186 00		20 00
St. Norbert (Berthier)	285 23	185	4,604 52	19 53	41	1,071 72	12 00	13 69		0 64	105 00		10 00
St. Norbert d'Arthabaska	161 17	109	4,414 96	16 58	73	1,822 75	284 28	13 33		4 88	105 00	3 00	7 50
St. Octave	306 80	464	9,140 24	42 03	133	1,901 87	377 59	26 55		3 62	172 00		15 00
St Odilon	201 71	100	2,162 05	10 37	26	791 35	171 70	6 91		3 41	92 00	16 00	10 00
St. Ours	744 10	569	12,173 33	55 17	249	7,051 68	362 30	42 48		2 49	295 00	12 00	30 00
St. Pacôme	558 17	555	9,183 34	46 18	122	2,130 17	137 45	27 30		1 91	270 00		30 00
St. Pamphile	422 50	483	15,879 25	64 01	55	1,309 99	67 60	45 18		8 01	231 00		22 50
St. Paschal	806 88	338	7,041 39	33 79	278	6,722 22	471 54	24 96	0 41	9 33	378 00	12 60	40 00
St. Paul	974 94	173	1,779 12	19 05	25	343 81	194 45	5 07		1 74	280 00	8 00	30 00
St. Paul de Chester	244 03	218	5,771 03	24 48	87	2,310 82	246 95	19 21		3 35	152 50		15 00
St. Paul du Buton	152 83	257	7,139 45	29 83	42	1,243 64	23 96	21 67		1 62	76 00	5 75	5 00
St. Paulin	311 30	109	3,658 78	14 92	59	1,334 29	256 93	9 03		1 82	150 00	42 00	15 00
cSt. Paul l'Ermite	143 37	37	1,508 05	6 09	2	32 88	86 60	4 15		1 12	75 00	9 00	5 00
St. Perpétue	172 93	205	7,571 91	29 35	13	225 56	106 66	20 95		2 94	90 00	7 50	10 00
St. Philémon	206 97	201	4,348 37	20 34	56	1,598 42	88 21	13 71		3 93	82 00		5 00
St. Philippe d'Argenteuil	340 00	532	9,790 82	46 00	94	1,758 85	198 10	27 22	76 65	1 40	151 00	3 00	15 00
St. Philippe de Néry	272 57	492	13,466 09	56 83	106	3,399 32	208 42	40 62		4 27	116 00		10 00
cSte. Philomène	126 99	16	339 01	1 58	13	215 52	99 20	0 95		1 80	60 00		5 00
St. Philomène de Fortierville	153 72	250	5,882 93	26 38	63	1,575 04	70 82	19 30	8 06	2 32	82 50		7 50

aIncluding commission on box rents. bIncluding arrears of 75c. cAccounting from October 1, 1905. dAccounting from May 1, 1906. eAccounting from April 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Pie	529 24	815	16,091 80	73 20	260	5,187 55	313 89	49 55	165 20	4 44	187 00	16 00	20 00
St. Pierre Baptiste	165 02	114	2,449 09	11 46	28	899 65	81 40	7 48	.....	2 25	80 60	.....	5 00
St. Pierre les Becquets	591 75	359	9,367 00	39 03	109	3,093 73	312 90	30 35	.....	3 78	302 00	138 00	25 00
St. Pierre Montmagny	336 52	280	6,974 47	28 67	127	3,124 31	134 40	21 92	.....	1 38	124 00	28 00	10 00
St. Placide	205 39	27	787 62	3 31	46	1,106 90	456 15	2 24	.....	1 08	95 00	.....	10 00
St. Polycarpe	366 81	952	20,307 96	91 24	178	2,278 80	257 49	56 14	.....	1 68	160 00	.....	15 00
St. Prime	202 45	363	10,527 98	46 03	62	3,029 30	137 16	30 26	.....	4 94	104 00	.....	5 00
St. Prosper	268 89	597	10,642 71	49 91	87	3,191 30	122 09	29 53	.....	1 91	150 00	.....	12 50
St. Prosper de Dorchester	152 70	79	2,339 07	10 34	8	166 00	28 30	6 72	.....	2 98	80 00	.....	5 00
St. Raphael East	334 36	400	12,922 60	52 66	218	5,210 48	473 63	41 38	.....	5 85	140 00	80 00	10 00
St. Raymond	1,020 54	1,263	21,505 51	106 98	240	5,080 00	344 22	60 66	18 45	11 20	416 00	5 00	40 00
St. Rémi	1,054 80	1,091	20,964 06	99 75	439	8,569 80	999 92	64 63	45 18	3 27	380 00	20 00	40 00
St. Rémi d'Amherst	252 26	438	11,510 07	49 13	164	6,465 40	32 33	32 16	.....	1 79	108 00	22 00	10 00
*a*St. Rémi de Tingwick	185 42	46	2,279 69	7 94	3	89 05	23 05	6 36	.....	1 30	75 00	.....	5 00
St. Roch des Aulnaies	218 37	160	3,289 83	14 97	116	2,331 67	257 00	10 83	.....	3 66	92 00	.....	10 00
St. Roch l'Achigan	230 99	320	6,097 69	29 17	90	1,450 36	245 84	16 80	.....	1 81	110 00	.....	10 00
St. Romuald d'Etchemin	837 42	893	12,670 17	67 13	307	6,227 95	517 52	37 90	.....	3 93	330 00	28 00	35 00
St. Rosaire	162 72	238	5,790 28	25 64	48	1,100 00	101 50	17 69	.....	3 07	70 00	.....	5 00
Ste. Rose	645 93	440	7,338 77	37 71	107	2,050 64	160 00	20 22	.....	1 05	*c*334 00	7 00	*c*25 00
Ste. Rose du Dégélé	450 22	231	4,910 97	22 35	44	1,358 05	89 80	13 50	.....	2 66	185 00	.....	20 00
St. Samuel de Gayhurst	263 07	229	8,030 55	32 11	42	975 02	252 89	22 72	.....	11 99	164 00	4 00	15 00
St. Sauveur des Montagnes	248 82	216	5,431 34	23 58	98	2,372 06	127 41	16 28	.....	0 89	105 00	.....	10 00
St. Scholastique	977 95	744	10,688 11	55 25	424	8,094 40	721 95	30 41	46 49	2 63	366 00	88 00	40 00
St. Sébastien de Beauce	290 51	85	2,058 16	9 48	48	1,332 56	267 46	6 58	.....	8 30	140 00	.....	15 00
St. Simon de Rimouski	194 62	231	2,996 03	15 81	95	2,930 43	106 77	10 51	.....	2 33	105 00	.....	7 50
St. Simon de Yamaska	239 06	269	9,747 76	36 32	48	928 76	79 60	28 30	.....	2 53	105 00	.....	10 00
Ste. Sophie de Levrard	345 67	157	5,070 57	20 42	50	1,302 49	85 58	16 27	.....	2 28	170 00	.....	15 00
St. Stanislas de Champlain	522 94	1,074	26,397 65	115 67	149	5,801 43	301 16	73 31	.....	3 35	230 00	.....	25 00
St. Stanislas de Kostka	636 21	163	4,178 99	18 41	51	724 17	45 90	12 11	0 29	2 07	275 00	8 00	30 00

St. Sylvère	138 38	97	3,543 90	11 14	45	1,143 57	41 00	10 39	.....	2 16	76 50	.....	7 50
St. Sylvester East	308 76	399	9,187 52	41 96	195	6,849 45	155 30	34 47	.....	4 67	140 00	.....	15 00
St. Telesphore	182 41	167	4,877 66	20 78	29	572 48	130 76	13 83	.....	5 31	100 00	.....	10 00
Ste. Thècle	472 56	1,024	22,861 11	103 70	119	2,627 41	182 95	63 13	.....	4 88	190 00	16 00	20 00
Ste. Thècle Station	245 26	153	4,315 87	19 09	23	641 99	71 85	11 87	.....	2 55	112 00	16 50	10 00
Ste. Thérèse de Blainville	1,549 98	913	11,397 69	63 19	416	8,521 24	620 53	35 01	21 67	2 80	475 00	.....	60 00
St. Tite	863 28	1,43	50,083 23	199 52	269	6,822 14	341 72	141 27	.....	13 83	325 00	.....	35 00
St. Ubalde	295 84	406	13,969 94	54 58	120	3,358 69	236 29	38 50	.....	9 97	168 00	3 00	15 00
St. Urbain de Charlevoix	135 42	155	4,655 53	19 04	64	1,555 19	140 75	13 22	.....	1 89	81 00	.....	7 50
Ste. Ursule	184 30	270	5,890 61	25 95	28	1,122 21	142 20	16 43	.....	1 37	100 00	.....	5 00
St. Vallier	238 40	342	6,866 27	31 89	245	3,890 94	1,205 20	19 98	.....	1 33	100 00	.....	10 00
*d*St. Vallier Station	142 91	7	113 10	0 53	2	16 23	5 50	0 31	.....	0 49	58 00	.....	5 00
St. Victor de Tring	422 15	373	10,279 69	43 47	76	1,863 08	367 34	28 68	.....	8 72	246 00	11 00	25 00
St. Vincent de Paul	469 17	456	7,193 87	35 66	111	1,812 69	73 15	20 65	.....	1 36	210 00	.....	20 00
St. Wenceslas	241 72	309	9,979 45	40 87	106	2,892 08	161 36	32 52	.....	5 40	139 00	.....	12 50
St. Zacharie	338 79	72	2,102 10	8 81	19	830 55	210 54	6 23	.....	2 83	140 00	3 00	15 00
St. Zéphérin	248 00	280	7,424 01	30 45	54	1,269 38	101 60	21 39	.....	0 72	134 00	5 25	10 00
Sandy Bay	374 09	267	7,148 02	30 65	124	3,281 29	317 40	22 06	14 65	8 92	196 00	.....	20 00
Sans Bruit	475 80	10	110 30	0 70	20	429 18	36 50	0 73	.....	1 08	132 00	.....	15 00
Sault au Récollet	502 85	70	1,164 83	7 11	109	1,131 37	64 42	4 25	.....	0 80	206 00	3 00	20 00
Sawyerville	886 56	402	9,512 02	46 76	243	4,053 54	361 82	30 96	4 83	11 10	354 00	11 00	40 00
*e*Sayabec	260 77	194	2,546 19	14 11	27	550 04	79 70	7 31	.....	2 73	152 00	.....	15 00
Sayabec Station	667 86	417	6,796 97	37 71	59	1,677 36	215 78	19 30	.....	3 81	225 00	24 00	25 00
Scotstown	1,054 57	1,027	12,472 84	72 41	257	4,308 07	277 85	40 34	6 89	3 02	390 00	78 00	40 00
Scott Junction	561 27	224	4,770 90	21 53	85	2,497 42	433 55	14 18	.....	3 51	180 00	10 00	20 00
Shawbridge	417 40	132	2,989 75	13 33	111	2,268 89	477 30	8 34	.....	2 00	152 00	14 00	15 00
Shawenegan	382 00	414	12,564 43	51 88	121	3,576 22	211 83	36 38	.....	2 60	160 00	10 00	15 00
Shawenegan Falls	2,420 32	2,616	47,414 22	270 87	510	9,084 22	640 92	133 52	.....	8 29	668 00	4 00	80 00
Shawville	1,628 44	1,032	16,325 37	84 42	501	10,745 11	1,095 21	47 47	6 05	9 27	558 00	40 00	60 00
Sherbrooke—	*27,417 46												
*Divided as follows:													
Head Office	22,357 39	1,279	18,558 17	137 04	7,811	125,847 06	18,743 54	.....	.....	.....	.....	*b*	.....
East Sherbrooke	2,940 90	18	506 46	2 20	207	2,876 24	773 37	5 48	.....	8 88	460 00	.....	60 00
South Sherbrooke	2,119 17	132	1,755 81	9 68	80	724 82	137 20	5 88	.....	3 42	220 00	.....	25 00
Sillery	209 75	72	979 46	5 26	18	214 15	30 80	3 02	.....	1 42	95 00	.....	10 00
Smith's Mills	228 00	96	889 90	5 49	38	372 10	44 15	2 72	.....	0 43	125 00	7 00	10 00
Sorel	4,453 46	2,076	34,176 93	180 42	1,577	33,519 19	1,791 06	123 21	2 22	18 31	*a*1,223 67	240 00	.....
South Bolton	191 97	33	563 22	3 21	27	214 90	99 61	1 66	.....	4 26	80 00	8 00	5 00
South Durham	847 86	506	10,424 89	49 15	149	3,182 02	143 00	32 54	36 63	6 43	286 00	12 00	30 00
South Quebec	403 85	139	2,069 54	10 99	33	128 85	135 14	5 84	.....	1 08	345 00	.....	35 00
South Stukely	245 51	422	7,803 78	37 68	33	548 68	126 92	21 67	.....	1 85	120 00	.....	10 00
Stanbridge East	634 49	458	5,254 94	32 32	132	1,733 64	279 46	17 36	.....	4 01	254 00	.....	25 00
Stanbridge Station	260 21	83	328 85	3 41	26	309 07	37 69	1 49	.....	0 38	130 00	158 00	10 00
Standon	210 80	11	323 46	1 43	1	3 00	103 43	0 92	.....	4 80	158 00	42 00	10 00
Stanfold	788 10	547	12,648 85	56 31	285	5,968 37	942 88	40 65	6 45	13 83	415 00	72 00	40 00
Stanstead	1,131 44	929	7,558 46	51 33	427	5,815 53	456 32	28 04	0 54	2 18	445 00	100 00	40 00
*f*Stanstead Junction	239 50	32	507 27	2 80	3	40 26	0 90	1 40	.....	0 16	99 00	18 00	10 00
Stonefield	87 95	159	2,023 21	12 12	59	913 18	93 20	6 22	.....	1 27	90 00	4 00	5 00

a Including commisson on box rents. *b* Salary, &c. entered in Auditor General's report. *c* Including arrears of $64 salary and $10 rent. *d* Accounting from June 1, 1906. *e* Accounting from October 1, 1905. *f* Accounting from May 1, 1906. *g* Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation &c., in Quebec—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sutton	2,138 62	888	8,910 81	59 40	308	4,212 09	750 44	30 12	3 17	9 56	635 00	12 00	80 00
Sutton Junction	517 48	108	1,107 23	6 56	17	157 53	36 55	3 19	.....	1 51	190 00	.....	20 00
Sweetsburg	694 15	237	4,037 40	21 05	161	2,471 09	444 63	13 11	2 75	7 94	295 00	.....	30 00
Tadousac	562 92	732	27,992 02	108 03	150	4,241 07	439 77	79 27	.....	9 48	351 00	90 00	27 50
Terrebonne	2,512 17	664	6,950 72	42 24	251	3,707 12	511 97	19 54	23 03	2 15	a764 01	7 00	66 66
Tessierville	202 66	277	8,654 06	35 04	34	798 30	98 50	24 92	.....	4 73	126 00	3 00	10 00
Thetford Mines	3,006 78	1,191	20,311 52	104 95	515	13,142 07	1,258 50	63 44	.....	19 25	a862 06	4 00	.....
Three Rivers	10,646 36	2,242	33,699 73	196 88	4,314	87,268 88	8,816 07	.....	.....	.....	2,987 00	.....	.....
Thurso	652 96	1,050	15,877 73	81 53	169	3,209 28	528 93	44 53	37 47	2 12	295 00	34 00	35 00
Tingwick	296 07	421	9,344 96	42 07	99	1,975 68	170 40	28 22	31 90	4 35	120 00	.....	10 00
Tremblay	259 26	42	944 72	4 46	21	1,609 50	32 32	2 59	.....	1 73	125 00	12 00	10 00
Tring Junction	193 37	121	2,295 02	11 16	15	301 79	34 20	6 46	.....	2 24	106 00	1 00	10 00
Trois Pistoles	1,095 88	685	10,359 32	59 44	223	2,883 15	659 39	30 30	0 61	9 09	506 00	30 00	50 00
Ulverton	369 75	206	3,319 07	16 84	97	1,739 61	141 02	9 56	.....	1 10	185 00	.....	17 50
Upton	749 65	834	18,327 10	82 59	231	5,557 58	421 25	59 52	17 63	5 63	342 00	30 00	35 00
Valcourt	380 70	188	2,508 83	13 76	46	1,285 34	113 12	9 06	.....	1 83	182 00	14 00	20 00
Valleyfield	5,411 95	2,153	30,556 17	185 55	1,863	28,600 47	2,554 47	100 90	25 75	19 45	a1,670 42	40 00	.....
Varennes	538 19	487	9,612 26	45 20	191	3,533 89	273 90	27 65	.....	1 26	210 00	.....	20 00
Vaudreuil	424 36	327	6,896 84	31 99	160	2,241 77	241 82	19 16	.....	1 49	175 00	.....	20 00
Verchères	378 17	314	8,905 75	38 21	161	2,222 35	151 60	24 65	.....	0 76	150 00	12 00	15 00
bVerdun	705 90	76	799 74	6 73	5	174 00	25 35	2 23	.....	0 45	155 00	.....	15 00
dVictoria Avenue	1,374 00	81	952 75	7 80	8	95 90	114 30	2 65	.....	2 55	60 00	.....	.....
Victoriaville	3,908 10	1,207	19,919 09	101 60	1,648	37,822 39	3,774 89	78 47	0 27	17 44	a1,044 00	80 00	.....
Village des Aulnaies	229 92	39	1,347 29	5 17	71	1,820 49	278 29	3 99	.....	5 33	110 00	.....	10 00
Village Richelieu	302 95	260	4,641 80	22 92	57	522 29	64 14	13 08	.....	0 35	132 00	10 00	12 50
Ville Marie	838 85	1,282	28,745 36	129 47	243	9,353 92	437 54	83 54	.....	3 20	325 00	28 00	35 00
Wakefield	634 95	389	10,140 59	43 78	120	2,092 35	287 32	28 65	.....	6 14	274 00	.....	30 00
Warwick	1,136 20	621	13,680 49	59 20	432	10,345 52	1,077 20	46 40	.....	8 27	414 00	80 00	40 00
Waterloo East	3,250 00	984	9,946 88	63 62	1,269	18,920 41	2,867 11	39 30	2 12	13 35	955 00	7 00	140 00
Waterville	1,872 55	595	10,168 75	68 01	300	4,329 36	446 02	32 01	2 25	18 18	550 00	.....	60 00
Weedon Station	581 20	655	12,806 85	62 13	131	2,910 38	337 19	40 57	.....	8 53	272 00	22 00	30 00
cWeir	126 70	117	2,413 85	11 08	17	607 46	4 00	7 46	.....	1 03	25 00	.....	.....
West Brome	279 83	158	2,293 23	12 39	62	880 98	154 57	7 91	.....	4 86	120 00	5 00	10 00

West Broughton	217 38	107	3,000 53	12 51	28	578 59	90 27	8 89	.....	6 16	110 00	3 00	10 00
Westmount	7,289 56	2,446	22,258 87	192 21	731	11,150 92	1,471 26	71 03	23 64	9 73	500 00	.....	.....
West Shefford	621 17	251	2,316 82	14 96	58	572 92	241 15	6 92	.....	5 02	280 00	10 67	30 00
Wickham West	390 67	384	7,677 00	35 17	117	2,050 68	72 30	24 20	.....	8 03	165 00	.....	15 00
Windsor Mills	2,340 18	1,148	27,268 39	141 34	543	7,427 23	868 21	83 95	11 57	26 64	764 00	20 00	100 00
Woburn	111 27	112	3,262 95	14 44	14	249 25	101 55	8 98	.....	3 37	45 00	.....	5 00
Wolfstown	292 34	164	2,938 12	15 11	42	997 62	190 58	9 84	.....	3 49	122 50	5 00	10 00
Wotton	491 67	738	12,503 28	61 82	209	4,694 48	239 98	41 81	.....	5 34	225 00	22 00	22 50
Yamachiche	963 20	410	6,958 84	34 87	284	8,494 35	181 26	28 32	37 65	3 20	388 00	66 00	40 00
Yamaska East	209 41	188	2,763 00	14 09	21	317 13	46 30	7 69	.....	0 45	115 00	44 00	10 00
Non-accounting Post Offices	105,618 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,398 87	1,354 63	2,293 84
Less—Value of Postage Stamps affixed to Postal Notes	1,748 66												
Totals	1,497,516 12	381,112	6,738,405 53	37,685 45	382,147	6,717,276 98	780,54736	18,110 20	4,955 36	3,808 53	229,133 69	11,897 10	17,541 33

a Including commission on box rents. *b* Accounting from January 1, 1906. *c* Accounting from September 1, 1905. *d* Non-accounting from April 1, 1906.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Officcs in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenuc.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Advocate Harbour	625 20	854	11,730 40	61 99	291	5,936 07	106 04	41 56	15 09	1 90	296 00	20 00	32 50
Amherst	15,930 26	3,958	45,101 05	299 90	6,079	105,743 88	7,148 46	151 96	.....	39 47	*a*3,947 40	126 00	.....
Annapolis Royal	2,868 18	2,143	22,030 18	138 26	893	13,593 15	596 51	76 42	19 11	5 50	*a*900 55	114 00	.....
Antigonish	4,112 14	929	16,715 07	88 59	3,086	68,130 67	2,554 32	130 14	28 57	19 95	*a*1,158 25	300 00	.....
Arichat	867 19	1,320	17,833 35	96 37	1,158	26,149 76	354 31	92 04	.....	2 62	*a*460 75	48 00	.....
Ashby	370 44	438	5,934 72	36 56	26	508 48	26 00	16 76	.....	0 70	148 00	.....	15 00
Athol	221 99	150	2,655 04	12 87	29	614 57	57 32	8 33	.....	1 59	112 00	8 00	10 00
Auburn	368 34	389	4,396 97	25 63	61	1,169 60	49 37	14 29	.....	1 84	164 00	4 00	15 00
Avonport Station	164 77	127	1,645 39	8 67	88	1,659 01	25 30	8 03	.....	1 22	84 00	9 00	5 00
Aylesford	918 02	1,193	16,701 83	88 07	434	7,827 85	295 73	53 94	15 69	3 44	352 00	35 00	35 00
Baddeck	1,371 01	837	9,467 04	54 14	638	11,605 67	375 22	43 53	16 46	3 39	*a*518 49	130 00	.....
Bailey's Brook	174 50	17	392 30	2 65	64	1,565 97	29 34	3 95	.....	2 14	72 00	5 00	5 00
Barrington	643 72	1,088	13,541 18	75 45	422	9,838 48	222 66	51 66	.....	2 45	310 00	200 00	25 00
Barrington Passage	671 75	466	6,157 80	33 70	389	10,289 60	161 67	24 67	.....	3 61	274 00	136 00	25 00
Barronsfield	151 95	73	966 37	5 51	17	181 76	2 18	3 03	.....	0 54	60 00	.....	5 00
Barss' Corners	305 00	144	3,234 53	14 17	21	1,034 59	18 05	8 90	.....	1 78	150 00	25 00	15 00
Bass River	564 34	602	8,737 05	46 21	146	3,156 70	175 14	27 91	8 83	2 56	240 00	5 00	25 00
Bayfield	121 91	100	2,201 22	10 50	119	3,019 08	44 06	12 00	.....	2 88	55 00	.....	5 00
Bear River	1,554 41	1,705	15,681 10	98 20	669	10,598 75	276 38	62 46	.....	2 75	526 00	7 00	60 00
Bedford	564 95	395	4,920 83	34 30	118	1,332 42	113 30	14 82	.....	0 67	232 00	20 00	25 00
Berwick	1,921 00	1,347	17,381 78	94 59	858	11,857 31	712 14	60 14	10 46	7 63	654 00	55 00	80 00
Bill Town	498 85	132	1,680 98	9 23	56	942 16	59 04	5 19	.....	0 23	224 00	10 00	25 00
Blandford	103 94	56	878 81	4 49	5	73 41	104 25	2 41	.....	2 00	52 00	.....	5 00
Boylston	275 07	183	5,388 40	21 84	243	2,809 56	155 83	18 46	.....	2 93	108 00	20 00	10 00
Bridgeport	388 52	632	8,276 10	51 86	51	746 16	24 25	23 50	1 38	0 37	166 00	.....	15 00

Bridgetown	3,926 13	1,679	19,981 00	119 57	1,263	18,356 21	1,235 30	71 40	3 37	5 92	888 00	40 00	120 00
Bridgeville	266 08	161	3,061 70	14 55	111	2,567 08	52 92	12 99	4 05	1 22	124 50		12 50
Bridgewater	4,983 66	3,679	55,153 61	302 57	1,501	28,510 04	931 04	185 70	57 43	8 54	1,352 00	203 75	180 00
Brookfield	211 48	198	3,387 34	16 91	32	908 23	43 55	10 92		3 18	128 50	11 00	7 50
Brookfield (Colchester)	408 78	498	6,448 08	34 76	236	7,404 16	144 94	31 84		0 96	186 50	114 00	17 50
Brookfield Mines	183 43	356	5,628 85	28 65	25	539 75	1 30	15 91		0 57	75 00		5 00
Brooklyn (Queen's)	202 38	254	3,259 58	18 20	160	3,171 01	14 99	16 15		0 40	106 00		7 50
Broughton	344 62	569	11,063 93	65 54	22	356 93	16 25	30 77		1 68	78 33		6 67
Caledonia Mines	572 15	1,245	23,677 11	189 81	28	308 36	4 00	65 66		0 57	226 00		22 50
Caledonia (Queen's)	548 57	715	14,167 88	67 87	408	8,781 60	229 04	47 75	22 65	6 12	294 00	122 00	25 00
Cambridge Station	398 91	222	3,328 50	16 95	98	1,339 66	81 74	10 90		2 41	165 00	50 00	15 00
Canning	1,411 62	2,209	28,320 15	154 39	731	12,666 96	486 72	90 68	4 55	2 78	508 00	50 00	60 00
Canso	1,980 36	3,056	38,307 43	222 01	356	4,682 56	501 91	110 00	15 12	1 88	628 00		80 00
Cape North	132 02	201	5,173 93	21 67	69	1,462 18	49 52	16 39		1 34	68 00	13 00	5 00
Centre Burlington	205 32	326	4,436 12	23 41	149	2,571 43	67 75	18 43		1 27	95 00		7 50
Centreville	474 86	338	11,826 55	45 81	34	607 85	28 00	32 99		4 68	198 00		20 00
Chester	1,274 93	1,432	28,090 75	133 67	537	10,761 80	284 61	84 13	16 39	8 28	484 50	25 00	69 00
Chester Basin	494 63	365	4,868 73	26 23	107	2,034 35	194 91	14 85		1 22	275 00	22 00	30 00
Cheverie	310 70	265	5,910 93	27 42	117	3,043 37	66 35	19 51		4 88	133 50	12 00	12 50
Chignecto	280 01	465	5,950 38	44 40	14	229 73	26 95	16 69		3 15	122 00		10 00
Christmas Island	144 28	182	3,191 39	15 78	39	497 89	42 90	9 23		0 41	66 00	12 00	5 00
Church Point	748 21	330	12,821 12	50 52	249	4,622 82	227 28	42 54		9 34	120 00		
Clarence	101 68	107	1,390 86	7 30	38	699 10	3 25	4 81		0 75	44 00		2 50
Clarke's Harbour	682 13	1,046	16,657 26	83 34	155	3,463 69	145 95	49 97		2 27	278 00	6 00	30 00
Clementsport	406 16	399	5,871 46	30 64	214	3,853 32	52 12	23 69		3 39	172 00	25 00	15 00
Clementsvale	236 61	142	2,073 34	11 01	61	1,188 42	47 85	7 86		2 29	100 00		10 00
Cleveland	229 32	103	2,089 28	9 80	60	810 69	24 55	5 04		1 47	118 00	4 00	10 00
Clyde River	203 67	323	9,164 16	38 98	105	2,229 26	73 35	28 10		1 54	92 00	28 00	5 00
Cold Brook Station	553 11	81	1,132 65	6 22	31	558 28	30 30	3 84		0 67	178 00		20 00
Collingwood Corner	273 27	236	5,789 26	25 77	40	609 12	67 50	15 96		2 48	120 00	16 00	10 00
Dartmouth	4,513 49	1,205	14,918 09	92 31	1,098	18,426 60	881 39	55 01	6 14	6 30	a1,047 34	12 00	
Debert Station	291 25	296	5,434 87	28 40	35	748 71	47 37	15 54		2 97	114 00	14 00	10 00
Denmark	241 83	81	2,085 35	9 31	46	1,413 04	291 84	7 19		3 35	110 00	33 25	10 00
Descousse	271 53	464	10,400 51	47 92	637	18,598 09	42 26	71 96		1 44	124 00	8 00	10 00
Digby	4,026 01	3,532	33,978 68	213 44	1,547	26,086 62	1,559 24	131 24	27 27	3 75	a1,225 62	160 00	
Doctor's Cove	66 53	50	1,060 21	4 81	41	728 52	12 55	4 68		1 10	30 00		
Durham	246 85	28	617 40	2 75	38	386 04	70 21	2 55		2 09	81 50		5 00
Earltown	157 11	25	536 52	2 47	21	336 22	56 86	1 96		1 32	82 00	4 00	5 00
East Apple River	189 70	392	6,962 29	33 58	8	174 91	48 25	18 94		0 89	116 00		10 00
East Bay	71 95	15	359 65	1 82	22	172 20	6 90	1 04		1 65	33 00	24 00	
Eastern Harbour	373 86	646	12,581 70	59 05	340	7,098 21	85 81	38 74		6 27	154 00	18 00	15 00
East Pubnico	184 84	178	3,102 11	15 26	172	4,278 14	7 80	18 10		1 82	74 00		5 00
Economy	229 41	297	5,386 29	25 65	132	2,505 07	79 46	18 60	2 48	2 21	154 00		10 00
Ellershouse	218 25	176	1,421 73	9 79	38	280 97	120 30	4 37		1 16	106 00	11 00	10 00
Elmsdale	711 02	605	10,179 53	50 37	157	3,688 48	109 60	29 63		1 82	319 00	10 54	32 50
Enfield	284 06	91	1,898 06	8 75	66	1,185 80	60 70	5 31		1 68	115 00	22 00	10 00
Englishtown	196 42	181	1,979 35	11 35	124	2,336 89	41 00	9 71		0 54	90 00	50 00	10 00
Eureka	379 20	444	5,301 87	29 54	170	2,572 99	153 08	16 91		1 23	190 00	6 00	17 50
Falmouth Station	273 26	180	2,568 67	13 38	25	383 73	53 39	7 29		1 26	125 00	18 00	10 00

a Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Five Islands	273 90	270	4,167 49	22 50	128	2,163 87	131 24	14 70	.....	3 22	149 00	.....	10 00
Florence	340 69	999	13,137 02	120 84	15	281 46	0 50	36 15	.....	0 67	60 00	3 00	5 00
Folly Village	356 30	273	4,413 50	22 46	103	2,084 54	188 06	13 17	.....	2 04	150 00	.....	15 00
Forest Hill	88 23	116	1,713 29	9 61	8	209 17	6 50	4 76	.....	0 66	42 00	.....	.....
Freeport	403 53	661	12,757 30	59 51	124	3,158 74	84 25	39 27	.....	3 18	162 00	.....	15 00
Frizzleton	147 53	148	3,999 41	17 83	114	3,244 09	145 92	15 77	.....	2 22	62 00	5 00	5 00
Gabarouse	112 58	265	5,972 16	26 54	113	2,317 32	39 05	18 38	.....	0 69	66 00	26 00	5 00
Gaspereaux	506 90	204	2,013 63	13 46	74	1,463 55	52 65	7 31	.....	0 95	214 00	9 00	20 00
Gay's River	96 61	84	1,795 62	8 15	29	440 40	54 31	5 21	.....	0 95	75 00	10 00	5 00
Getson's Point	226 00	89	1,995 09	9 16	21	294 51	19 73	5 76	.....	1 44	84 00	.....	5 00
Glace Bay	5,836 67	5,746	93,039 55	649 11	940	14,202 36	882 42	267 22	62 47	4 54	1,565 00	27 00	210 00
Glenwood	101 00	181	2,019 00	11 36	96	1,814 60	58 60	9 10	.....	0 56	44 00	3 00	.....
Goldboro'	549 43	800	12,327 10	62 13	89	1,781 00	38 46	36 16	.....	1 05	220 00	8 00	20 00
Goldenville	183 50	143	3,142 09	14 27	36	1,136 61	19 20	10 72	.....	1 19	132 00	.....	12 50
Grand Etang	174 63	327	7,518 69	32 25	139	3,022 60	45 70	22 32	.....	0 59	92 00	.....	5 00
Grand Pré	362 89	370	7,592 03	34 69	101	2,234 06	65 55	24 29	.....	1 94	157 50	8 00	15 00
Grand River	181 56	121	3,139 89	12 72	30	813 68	27 31	10 39	.....	2 50	94 00	33 00	10 00
Granville Centre	144 07	141	1,414 68	8 60	52	796 40	28 16	4 42	.....	0 68	70 00	.....	5 00
Granville Ferry	749 39	628	7,939 87	44 12	299	6,300 38	283 05	27 93	.....	1 11	370 00	100 00	40 00
Great Village	724 54	711	10,192 80	52 82	249	4,653 44	372 25	33 88	6 45	2 87	330 00	175 00	40 00
Greenwich	309 98	280	4,603 37	22 76	31	720 68	25 65	13 22	.....	3 62	138 00	112 00	12 50
Guysborough	1,134 67	1,100	19,815 02	96 87	721	13,966 12	591 12	68 77	.....	8 92	*a*469 37	245 00	.....
Halifax—	*98,998 37												
*(Divided as follows)—													
Head Office	91,226 91	11,019	152,070 00	1,125 94	47,325	765,312 94	53,932 21	.....	.....	*c*3 97 08	*b*	.....	.....
Dutch Village	364 44	117	1,006 28	10 62	7	92 39	.....	2 97	.....	0 24	96 00	.....	.....
Gottingen Street	4,006 02	2,675	29,385 21	209 94	79	1,945 54	456 57	81 41	2 89	8 83	100 00	.....	.....
Morris Street	3,031 00	554	3,766 08	38 40	2	5 37	96 74	10 36	0 35	0 85	75 00	.....	.....
Sub-office No. 5	370 00	87	997 76	5 78	.....	.....	18 00	2 75	.....	0 12	60 00	.....	.....
Hantsport	1,223 56	1,976	30,293 15	158 24	724	12,971 11	621 73	103 51	12 71	4 21	450 00	14 00	40 00
Harbour au Bouche	306 80	736	15,279 90	70 53	393	6,767 07	314 20	55 88	.....	2 90	124 00	.....	10 00
Hazel Hill	432 36	1,047	13,808 21	91 85	35	358 56	37 50	38 52	.....	3 85	231 00	3 00	17 50

Head of St. M'rg'ret's Bay	186	98	150	3,241	19	14	96	6	64	74	21	80	8	93	....	...
Heatherton	221	17	128	2,112	87	10	36	41	960	36	62	95	7	23	.....	
Hebran	479	87	498	6,073	91	34	01	334	5,959	48	286	45	20	23	.....	
Hopewell	600	05	228	6,108	03	26	84	235	4,021	65	170	15	20	99	7	83
Hortonville	311	36	217	2,486	61	14	46	145	3,895	75	76	45	9	63	.....	
Hubbard's	505	76	346	5,183	38	27	48	144	3,096	44	60	25	17	66	.....	
Ingonish	74	55	98	2,063	63	9	67	56	949	51	7	30	6	50	.....	
Ingramport	342	70	108	2,201	50	12	59	6	112	66	68	83	6	79	.....	...
Inverness	1,676	87	1,138	17,815	33	125	09	380	9,042	08	304	13	53	77	.....	
Iona	221	06	92	2,085	35	9	51	45	723	47	14	53	6	05	..	.....
Isaac's Harbour	431	09	643	9,564	34	48	56	140	2,816	91	96	85	27	62	11	37
Joggin Mines	836	02	1,962	24,211	86	141	35	170	2,692	21	72	68	68	11	9	92
Kemptville	221	92	195	6,951	21	26	81	36	456	88	72	71	19	86	.....	
Kentville	5,225	56	3,641	42,077	96	248	70	2,269	32,956	75	2,207	48	142	55	.....	
Kingsport	315	64	450	6,244	23	33	93	107	1,559	44	142	10	17	84	..	.....
Kingston Station	766	27	793	10,982	52	58	19	282	4,341	86	181	48	34	56	.....	.
Lawrencetown	1,060	34	717	7,983	85	46	28	533	7,383	25	607	94	24	92	16	
*d*Liscomb	161	01	7	183	51	0	82	.....	.....		29	00	0	51	..	.....
Little Bras d'Or	97	02	229	2,822	82	16	29	43	717	00	1	20	9	15	.....	.....
Little River Musquodoboit	257	60	176	4,203	00	18	01	68	1,917	50	72	04	14	87	.....	
Liverpool	3,489	26	2,200	27,256	70	166	37	1,164	21,419	85	1,092	22	103	51	26	83
Lochaber	481	72	271	14,301	30	47	95	104	2,213	72	92	00	42	93	.....	
Lockeport	831	42	1,129	19,262	00	98	39	396	7,204	67	122	12	66	58	4	57
Londonderry	2,023	12	2,576	28,130	32	186	74	411	6,634	44	447	99	83	33	.....	
Louisburg	1,200	75	1,838	25,075	93	150	21	331	5,353	20	124	43	71	95	.....	
Lower Argyle	306	27	217	3,240	29	16	81	159	4,228	87	28	90	18	84	.....	
Lower East Pubnico	279	66	303	5,252	31	25	39	300	6,607	69	16	30	31	61	.....	
Lower L'Ardoise	175	82	276	3,618	32	20	22	128	3,063	62	69	76	14	26	.....	
Lower Stewiacke	1,181	38	664	11,934	77	60	25	510	15,105	79	303	03	59	03	7	29
Lower Wood Harbour	344	93	940	18,319	28	85	51	385	10,022	78	53	45	75	82	.....	
Lunenburg	3,652	78	2,366	32,107	84	175	30	1,064	20,055	22	1,005	35	107	12	.....	
Lydgate	178	11	213	3,440	43	17	78	45	789	40	127	40	10	54	.....	
Lyon's Brook	261	50	154	2,642	54	13	48	6	17	26	45	35	7	26	.....	
McGray	95	06	180	2,743	89	14	31	84	1,542	56	14	68	10	69	.....	
McKay's Corner	249	72	188	3,650	94	18	24	131	178	01	18	20	10	08	.....	
Mabou	707	97	432	5,395	26	30	37	371	8,347	05	191	39	24	58	.....	
Maccan	335	19	428	9,352	59	44	49	99	1,202	77	98	03	26	47	.....	
Mahone Bay	1,763	44	1,635	17,781	87	104	74	843	15,803	53	641	27	63	84	.....	
Main-à-Dieu	107	80	463	10,045	23	44	40	36	600	54	5	00	28	47	.....	
Maitland, Hants	856	28	689	10,986	25	57	30	556	12,643	81	249	95	47	18	.....	
Marble Mountain	503	10	767	17,192	48	101	19	35	713	49	35	45	47	76	.....	
Margaree Harbour	293	28	289	5,188	78	25	14	397	10,333	32	191	13	32	85	.....	
Margaretsville	274	60	171	3,425	15	32	02	167	2,931	05	107	72	14	15	.....	
Melvern Square	335	94	145	2,058	16	11	10	86	939	38	36	72	7	04	.....	
Merigomish	327	30	196	5,451	43	24	11	102	1,926	07	70	55	18	64	.....	
Meteghan	324	49	753	20,858	82	88	75	363	7,186	70	109	40	73	57	..	...
Meteghan River	344	55	317	6,953	99	16	09	249	5,117	26	74	38	29	60	.....	
Middle Musquodoboit	554	67	585	9,871	41	50	48	269	6,964	86	192	75	35	31	3	85

Head of St. M'rg'ret's Bay	0	35	137	50	.....		15	00								
Heatherton	1	78	107	00	16	00	10	00								
Hebran	1	28	238	00	41	67	25	00								
Hopewell	6	33	250	00	20	00	25	00								
Hortonville	1	15	130	00	.....		10	00								
Hubbard's	1	69	246	00	46	00	22	50								
Ingonish	0	56	76	00	42	00	.....									
Ingramport	0	44	128	00	.....		10	00								
Inverness	3	82	566	00	8	00	60	00								
Iona	0	35	95	00	20	00	10	00								
Isaac's Harbour	4	62	223	00	.....		20	00								
Joggin Mines	1	35	354	00	12	00	40	00								
Kemptville	3	39	82	50	12	00	7	50								
Kentville	5	69	*a*1,594	84	240	00	...	.....								
Kingsport	0	77	114	00	4	00	10	00								
Kingston Station	4	32	328	00	66	00	35	00								
Lawrencetown	2	48	415	00	11	00	40	00								
*d*Liscomb	1	04	86	00	4	33	5	00								
Little Bras d'Or	.....		79	00	5	00	5	00								
Little River Musquodoboit	1	02	127	50	10	00	12	50								
Liverpool	5	98	*a*1,042	43	160	00	.....									
Lochaber	0	20	222	00	40	00	20	00								
Lockeport	7	97	354	00	9	00	40	00								
Londonderry	5	38	658	00	32	00	80	00								
Louisburg	5	43	500	66	18	00	40	00								
Lower Argyle	0	12	110	00	3	00	10	00								
Lower East Pubnico	1	23	128	00	8	00	10	00								
Lower L'Ardoise	1	25	77	00	3	00	5	00								
Lower Stewiacke	5	19	438	00	22	00	40	00								
Lower Wood Harbour	1	73	138	00	16	00	15	00								
Lunenburg	10	73	*a*1,188	95	70	00	.....									
Lydgate	2	24	86	00	.....		7	50								
Lyon's Brook	1	76	110	00	.....		10	00								
McGray	1	71	50	00	31	00	5	00								
McKay's Corner	1	42	108	00	.....		10	00								
Mabou	3	53	418	00	20	00	35	00								
Maccan	2	55	164	00	35	00	15	00								
Mahone Bay	1	25	588	00	42	64	80	00								
Main-à-Dieu	0	22	64	00	8	00	.....									
Maitland, Hants	7	26	405	00	90	00	40	00								
Marble Mountain	1	00	185	00	5	00	17	50								
Margaree Harbour	1	79	160	00	82	00	10	00								
Margaretsville	1	31	136	00	15	00	15	00								
Melvern Square	1	82	150	00	.....		15	00								
Merigomish	1	24	142	00	40	00	15	00								
Meteghan	3	01	128	00	3	00	12	50								
Meteghan River	1	06	180	00	.....		20	00								
Middle Musquodoboit	3	10	275	00	114	00	25	00								

a Including commission on box rents. *b* Salary, &c., entered in Auditor General's report. *c* Including commission to non-accounting offices. *d* Accounting from May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Middle Stewiacke	167 79	155	3,199 30	14 63	80	1,863 46	29 20	11 72	.....	0 44	70 00	3 00	5 00
Middleton	2,715 64	2,265	27,383 98	156 45	1,910	39,206 33	1,319 52	95 62	18 71	4 45	835 00	150 00	110 00
Middle West Pubnico	77 67	356	6,712 34	30 76	92	2,467 90	4 61	24 30	.....	1 76	32 00	.....	.....
Milford Station	441 02	300	5,686 93	26 04	74	1,481 11	61 10	17 68	.....	0 92	175 00	.....	15 00
Mill Village	391 64	290	3,207 50	19 08	114	1,784 02	17 25	11 59	.....	1 02	202 50	68 00	17 50
Milton	641 35	726	6,404 89	41 32	243	3,374 33	206 50	22 60	.....	3 47	282 50	.....	30 00
Morden	62 82	77	1,412 00	6 84	55	500 76	16 50	4 82	.....	1 05	36 00	.....	.....
Moser s River	221 72	168	2,709 67	14 43	69	1,545 86	144 20	9 47	.....	1 26	128 00	.....	10 00
Moun tUniacke	360 85	314	4,439 97	23 92	56	1,224 13	202 70	13 63	.....	1 99	152 00	47 00	15 00
Mulgrave	1,067 50	1,478	25,241 48	126 54	282	5,074 77	561 73	82 43	10 58	11 17	394 00	16 00	40 00
Murray	71 20	89	1,513 61	7 35	12	174 42	55 40	4 29	3 51	0 71	43 00	.....	2 50
Musquodoboit Harbour	444 61	324	4,890 94	24 64	125	3,264 37	186 50	15 39	.....	3 29	176 00	68 00	20 00
New Aberdeen	1,057 01	2,090	28,548 87	257 00	126	2,278 17	53 00	82 02	27 98	1 23	370 00	.....	40 00
New Campbellton	166 38	120	1,454 96	7 92	24	259 03	15 88	4 19	.....	0 38	80 00	6 00	5 00
New Germany	511 01	475	8,323 57	41 67	335	7,133 79	228 07	28 96	.....	2 07	231 00	75 00	22 50
New Glasgow	11,180 37	3,945	57,570 17	326 85	3,331	51,797 36	5,093 12	198 95	47 32	35 27	a3,195 37	122 00	.....
Newport	626 64	531	8,720 72	45 69	301	5,355 56	243 98	29 32	1 01	0 99	298 00	240 00	30 00
Newport Landing	146 46	173	3,494 12	16 04	184	2,900 45	17 30	17 96	.....	1 27	72 00	.....	5 00
New Ross	397 06	859	13,293 38	69 23	92	2,354 25	48 28	36 90	.....	2 14	206 00	10 00	20 00
Nictaux Falls	213 56	258	3,045 03	16 64	76	729 18	40 60	9 75	.....	1 28	86 00	5 00	5 00
Noël	341 26	568	13,644 36	58 58	200	5,276 82	186 67	44 68	.....	1 66	132 00	7 00	15 00
North Brookfield	247 59	263	3,945 17	19 84	66	1,474 27	9 33	11 26	.....	0 90	177 50	.....	15 00
North Lochaber	406 07	45	805 64	3 91	19	339 75	20 10	2 38	.....	0 46	168 00	14 00	15 00
Northport	209 30	229	4,722 74	22 95	77	814 23	109 69	13 81	.....	2 26	95 00	.....	10 00
North Sydney	6,678 10	3,895	46,585 86	279 63	1,692	30,885 74	1,569 73	159 65	9 14	6 20	a2,030 54	229 00	.....
Old Barnes	128 17	186	2,566 80	13 58	58	1,457 27	78 75	7 07	.....	0 20	67 50	16 00	5 00
Old Bridgeport Mines	943 91	1,911	31,029 32	229 34	106	1,173 77	44 95	85 82	17 78	2 46	378 00	3 00	40 00
Orangedale	167 20	100	2,167 45	9 91	98	1,888 44	88 74	7 39	.....	1 63	80 00	9 00	5 00
Oxford	2,943 41	1,477	18,534 34	106 24	1,468	26,931 80	1,593 81	57 65	1 30	11 63	778 00	22 00	100 00
Paradise	380 27	225	4,122 51	19 63	98	1,364 50	79 16	13 56	.....	4 91	158 00	10 00	15 00
Parrsboro	3,506 36	1,973	26,284 06	143 13	1,138	17,832 19	1,266 03	90 44	10 40	6 59	1,090 00	48 00	140 00
Petite Rivière Bridge	321 51	207	2,018 64	12 92	32	465 38	80 50	5 59	.....	1 55	150 00	3 00	15 00
Pictou	6,881 39	2,339	38,676 05	203 92	3,075	52,664 41	3,578 93	148 33	.....	40 73	a1,993 12	140 00	.....

Plympton	217 08	205	3,499 24	16 74	55	972 35	21 10	11 95		1 71	76 00		5 00
Point Tupper	255 71	287	5,180 18	25 80	55	991 04	38 59	15 08		3 34	100 00	22 00	10 00
Port Greville	451 29	515	8,027 75	41 76	119	2,040 09	64 06	24 78		4 21	182 00	35 00	15 00
Port Hastings	885 95	273	5,030 41	24 81	208	4,946 78	179 48	20 19		3 30	392 00	20 00	40 00
Port Hawkesbury	1,106 97	1,034	12,287 51	72 96	555	11,358 64	540 50	38 64	5 18	5 66	410 00	10 00	40 00
Port Hood	1,050 86	1,365	18,908 34	100 52	739	13,444 77	638 30	61 19		4 43	470 00	9 00	50 00
Port Hood Mines	185 64	159	2,051 45	11 81	42	898 18	20 15	7 05		0 67	120 00		10 00
Port Howe	80 98	124	1,877 54	9 44	55	1,347 30	29 90	7 67		0 27	40 00		
Port la Tour	173 01	213	3,514 93	17 97	194	4,786 90	71 47	19 56		1 79	80 00		5 00
Port Lorne	122 27	163	3,252 69	15 07	114	2,342 01	38 70	13 19		0 77	54 00		5 00
Port Maitland	689 39	403	7,787 92	36 78	412	7,102 38	91 25	37 42		7 51	280 00		30 00
Port Medway	310 35	303	3,323 37	20 62	173	4,108 91	40 48	16 50		0 71	130 00		10 00
Port Morien	772 84	755	12,936 00	67 83	107	2,716 30	88 90	38 74	13 25	4 37	359 00	11 00	37 50
Port Williams	489 74	443	5,229 63	31 55	294	4,476 53	194 11	17 40		3 28	224 50	14 00	25 00
Prospect	130 86	45	809 29	4 04	36	530 99	10 70	2 44	0 95	2 21	58 00		5 00
Pubnico Head	331 92	501	7,207 30	36 99	385	8,716 10	138 31	37 18		2 26	140 00	40 00	15 00
Pugwash	1,301 32	1,569	21,972 05	117 38	652	11,108 80	513 03	69 80	5 70	8 19	528 00	42 00	60 00
Reserve Mines	529 25	1,281	18,931 77	104 17	138	5,156 33	36 25	52 53	3 90	1 23	227 00		22 50
River Bourgeoise	136 58	214	5,575 10	25 02	239	6,621 48	128 10	23 69		2 90	62 00		5 00
River Hebert (West Side)	895 48	1,076	10,654 33	89 78	163	2,588 32	149 57	31 18		1 48	348 00	55 00	35 00
River John	773 55	1,002	18,667 87	89 74	509	9,821 60	498 23	64 12	1 84	6 89	324 00	28 00	35 00
Riverport	194 11	426	7,272 58	36 13	42	1,022 61	8 50	21 45		0 51	82 00		5 00
*b*Rose Bay	149 45	3	33 77	0 23	1	1 00	2 97			0 28	64 00		5 00
Round Hill	262 63	457	5,165 48	30 31	184	2,432 12	88 05	16 48		0 51	114 00		10 00
St. Andrews	137 88	102	1,160 31	7 02	108	3,003 60	44 01	8 97		1 09	70 00	18 00	5 00
Ste. Croix	225 75	152	3,706 82	16 66	49	500 55	21 10	10 59		3 77	115 00		10 00
St. Peter's	982 75	804	10,382 71	55 78	366	7,510 70	307 02	34 06	0 44	3 42	450 00	135 00	40 00
Salmon River (Digby)	193 75	237	6,505 39	28 19	336	7,117 49	10 28	36 64		1 09	76 00		5 00
Sandy Cove	283 06	337	7,532 23	33 90	140	2,530 87	123 17	25 81		2 46	143 00	33 00	10 00
Saulnierville	169 11	75	2,092 26	9 13	109	2,155 23	42 85	10 79		1 09	102 00	3 00	7 50
Scotch Village	156 56	93	2,168 35	9 68	52	1,043 49	13 50	7 90		1 08	59 50	6 00	5 00
Scotsburn Station	514 92	127	2,811 42	13 03	60	1,335 89	71 73	9 56		3 33	216 00	65 00	20 00
Shelburne	1,903 94	3,267	49,993 41	279 12	815	16,582 78	530 66	167 47		4 09	680 00	120 00	60 00
Sherbrooke	785 00	1,044	17,184 62	85 00	443	17,012 08	668 44	58 75		4 07	408 00	168 00	40 00
Shubenacadie	1,414 28	1,153	16,413 65	90 00	601	14,231 68	610 01	51 63	0 10	5 63	532 00	320 00	60 00
Somerset	209 65	205	2,592 90	14 28	59	831 37	47 55	8 35		2 47	96 00		10 00
Southampton	271 11	234	4,922 81	24 23	89	1,426 47	95 53	13 56		1 54	117 00		10 00
South Farmington	332 29	649	18,774 57	75 59	87	1,583 31	213 25	53 40		1 53	164 00	42 00	15 00
South Ohio	253 37	196	2,689 21	14 84	94	2,262 54	196 71	12 19		1 25	98 00	20 00	5 00
Springfield	664 18	1,459	29,340 19	136 73	130	2,699 84	65 74	82 20		2 75	200 00	30 00	20 00
Springhill	4,958 12	6,014	73,889 50	477 93	957	14,791 06	825 38	216 56	74 35	21 93	*a*1,544 18	11 00	
Springhill Junction	171 67	79	1,407 22	6 83	23	436 85	33 81	3 90		0 63	65 00		5 00
*c*Spry Bay	198 83	20	459 89	2 02	4	90 34	31 78	1 27		0 54	120 00	7 00	10 00
Stellarton	3,107 51	2,156	31,559 55	198 39	564	8,631 30	740 27	93 20	25 70	12 45	854 48		120 00
Strathlorne	122 64	110	1,194 71	7 39	48	1,268 88	41 30	4 46		0 49	199 00	10 00	17 50
Summerville	174 60	210	2,855 86	16 27	78	1,628 41	48 75	11 29		2 02	75 00		5 00
Sunnybrae	241 27	149	4,415 74	18 69	42	977 87	53 55	13 02		1 46	110 00	27 00	10 00
Sydney	19,880 86	12,028	207,732 51	1,425 60	4,117	67,605 58	2,986 35	614 63	165 71	24 82	*a*4,802 58	660 00	

*a*Including commission on box rents. *b*Accounting from June 1, 1906. *c*Accounting from May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B business	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sydney Mines	2,601 90	4,548	57,320 15	461 17	315	5,541 99	157 48	166 18	28 13	3 86	808 00	3 00	100 00
Tangier	382 51	232	3,741 90	18 67	56	1,050 48	60 45	10 69	.. ....	0 44	182 00	54 00	15 00
Tatamagouche	941 57	1,249	20,175 68	104 41	941	18,453 44	666 86	73 10	11 28	6 92	404 00	68 00	40 00
Thompson's Station	246 32	243	4,104 67	20 30	91	985 13	138 33	11 71	.....	1 83	112 00	32 00	10 00
Thorburn	423 44	380	4,493 88	26 06	93	1,614 88	105 70	15 20	0 08	1 00	182 50	.....	17 50
Tidnish	119 79	203	3,686 57	18 90	47	903 01	75 88	10 81	.....	1 93	55 00	.....	2 50
Tiverton	251 45	524	11,610 56	53 42	57	629 71	30 78	32 14	.....	4 07	90 00	.....	10 00
Tracadie	153 38	96	1,065 89	6 64	62	929 19	86 22	3 10	.....	0 20	50 00	5 00	5 00
Trenton	1,314 15	912	8,699 37	58 38	167	2,395 19	154 56	26 01	.....	1 13	490 00	.....	60 00
Truro	16,580 88	5,416	60,569 62	376 53	7,305	112,541 58	8,922 64	218 32	78 82	20 84	a3,986 55	80 00	.....
Tusket	425 35	760	12,772 56	63 72	682	16,947 25	133 67	79 66	.....	1 22	172 00	36 00	15 00
Tusket Wedge	226 20	226	4,752 91	24 72	117	3,511 01	13 00	20 96	....	0 56	96 00	.. ..	7 50
Upper Musquodoboit	253 88	504	7,998 59	39 74	141	3,487 63	221 78	28 25	.....	1 46	137 50	28 00	12 50
Upper Stewiacke	584 97	431	9,364 54	42 48	273	6,332 79	160 07	35 49	4 89	2 25	352 50	40 00	30 00
Wallace	939 93	1,434	27,928 22	129 02	421	9,953 18	424 96	89 33	10 39	4 36	420 00	9 00	40 00
Walton	377 18	286	4,372 18	23 61	97	2,513 65	63 55	15 85	.....	2 72	164 00	26 00	15 00
Waterville	690 23	926	8,252 83	53 80	300	4,318 54	252 86	28 45	1 80	0 95	341 00	24 00	37 50
Waverly	229 74	185	1,838 50	11 02	67	1,824 41	58 55	6 46	....	0 54	136 00	....	12 50
cWentworth Centre	142 81	74	776 60	4 61	24	384 55	49 32	2 39	.....	0 68	75 00	.....	5 00
dWest Arichat	332 42	47	632 60	3 25	10	136 53	30 65	1 74	.....	0 79	146 00	6 00	15 00
West Bay	219 82	253	4,338 11	21 05	86	1,453 43	104 23	13 30	....	2 87	140 00	18 00	12 50
Weschester Station	375 44	707	8,621 86	49 48	121	2,303 01	150 35	24 46	.. ..	1 14	160 00	9 00	15 00
West Gore	235 21	380	6,841 89	33 11	65	629 79	79 50	19 32	.....	1 99	89 50	.....	7 50
Westport	610 01	756	14,566 98	69 36	120	2,138 46	153 33	41 78	7 51	4 01	284 00	.....	25 00
eWest Pubnico	309 24	14	238 27	1 29	4	81 55	23 80	0 65	.....	0 67	114 00	.....	10 00
West River Sheet Harbour	522 84	551	11,936 83	55 44	151	4,873 08	257 23	38 95	1 09	9 08	290 00	165 00	22 50
West River Station	195 59	.....	.....	.....	17	189 71	9 90	0 10	... .	0 21	84 00	40 00	5 00
Westville	2,829 06	2,941	28,839 34	205 40	795	14,301 76	692 51	99 80	17 99	1 46	878 00	20 00	120 00
Weymouth	377 39	336	4,556 60	23 93	266	4,696 23	36 00	21 00	.....	0 97	157 00	5 00	10 00
Weymouth Bridge	1,670 76	1,150	23,865 65	112 00	554	14,197 10	1,603 23	79 51	5 49	6 16	564 00	44 00	80 00
Whitehead	123 34	351	7,093 35	32 55	45	599 84	29 40	20 07	.....	3 33	60 00	26 00	5 00

Whitney Pier	1,666 70	3,827	53,308 97	319 29	206	5,246 70	118 04	151 88	12 09	1 07	538 00	.....	70 00
Whycocomagh	593 24	267	4,108 27	20 85	236	5,220 38	184 35	17 22	.....	1 37	310 00	90 00	25 00
Wilmot	213 57	74	883 33	4 52	35	618 84	11 20	3 62	.....	0 40	100 00	.....	10 00
Windsor	6,355 04	3,019	35,939 69	221 98	2,350	38,433 61	2,202 08	125 64	46 24	16 62	a1,814 36	36 00	.....
Wine Harbour	199 49	243	3,760 13	19 88	143	4,786 67	2 00	19 69	.....	0 78	122 00	.....	10 00
Wolfville	4,804 62	2,800	33,696 36	194 63	2,264	41,116 58	2,687 55	114 92	5 65	13 12	1,326 00	.....	180 00
Yarmouth	12,037 27	5,618	66,207 73	399 98	6,766	126,277 43	7,817 73	292 94	70 31	22 34	a3,510 56	696 00	.....
Yarmouth North.	1,086 69	478	3,891 32	25 62	25	412 66	19 53	11 50	.....	1 10	b664 84	.....	670 00
Non-accounting Post Offices	73,291 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	50,569 96	1,594 46	995 00
	447,313 71												
Less—Value of Postage Stamps affixed to Postal Notes	523 50												
Totals	446,790 21	227,983	3,338,281 51	19,462 73	149,525	2,664,087 65	148,044 04	10,713 59	1,178 34	1,307 42	143,083 02	11,053 64	6,756 67

a Including commission on box rents. *b* Including arrears of salary $342.34 and rent $37.50. *c* Accounting from Nov. 1, 1905. *d* Accounting from March 1, 1906. Accounting from May 1, 1906.

APPENDIX C—*Continued.*

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Albert	601 02	620	10,087 61	50 93	285	4,913 08	303 66	32 57	13 50	5 23	332 00	20 00	30 00
Alma	300 03	474	6,817 21	36 33	66	1,269 79	104 24	19 58	.....	2 62	158 00	3 00	15 00
Anagance	125 39	264	5,352 03	24 36	64	1,516 86	33 50	16 62	.....	1 34	62 00	12 00	5 00
Andover	875 26	834	11,214 06	64 16	265	6,186 57	545 02	40 38	22 94	6 73	368 00	5 00	40 00
Apohaqui	411 39	355	5,525 03	27 43	185	3,050 66	163 79	17 51	.....	0 66	185 00	60 00	20 00
Baie Verte	303 17	431	5,453 15	31 45	56	977 35	103 70	15 72	.....	2 20	150 00	3 00	15 00
Bass River	211 93	232	4,996 34	23 86	113	2,222 98	32 67	17 25	.....	2 38	92 00	.....	10 00
Bath	892 59	417	5,559 35	29 99	152	2,472 41	299 58	18 10	10 80	3 40	360 00	11 00	40 00
Bathurst	3,028 76	1,450	18,139 13	99 15	942	21,076 25	1,444 72	64 02	43 69	5 35	*a*906 00	350 00	.....
Bathurst Village	715 61	720	9,758 19	52 73	203	3,509 95	394 36	31 97	2 00	3 66	319 00	10 00	32 50
Bayfield	263 74	555	9,195 59	46 06	137	1,744 68	167 11	26 40	5 65	2 33	121 00	.....	10 00
*d*Beaver Harbour	205 09	23	425 09	2 13	.....	.....	9 85	1 17	.....	1 20	70 00	.....	5 00
Benton	356 79	155	2,904 06	13 91	71	1,438 61	70 30	11 77	.....	5 02	160 00	3 00	15 00
Blackville	540 24	619	11,229 04	53 80	143	2,747 85	625 67	32 99	3 45	3 59	*b*225 57	14 00	25 00
Bloomfield	71 90	146	2,464 70	11 04	14	208 40	5 75	7 04	.....	0 24	43 00	.....	2 50
Bloomfield Station	240 37	49	939 33	4 85	30	529 42	119 85	2 83	.....	3 01	102 00	5 00	10 00
Boiestown	984 40	213	4,962 88	22 18	84	2,067 78	525 45	14 75	.....	7 33	417 00	14 00	40 00
Bristol	425 10	362	4,985 08	27 73	79	1,179 87	227 56	15 10	22 53	3 85	178 00	64 00	20 00
Buctouche	925 94	768	16,930 20	79 04	399	8,130 75	418 35	54 98	1 82	5 00	390 00	72 00	40 00
Burtt's Corner	213 54	352	5,151 96	27 86	35	523 01	49 88	15 13	.....	0 68	100 00	.....	10 00
Butternut Ridge	439 03	447	6,477 88	33 23	216	4,307 76	220 21	24 47	.....	1 70	188 00	26 00	20 00
Campbellton	6,447 65	3,886	52,630 77	299 50	1,463	23,335 61	3,202 82	155 40	.....	15 91	*a*1,803 75	3 00	164 99
Campo Bello	150 88	249	5,232 41	25 40	57	957 73	12 20	14 74	.....	2 41	70 00	.....	5 00
Canterbury Station	614 20	440	6,030 11	33 13	92	1,522 83	121 76	17 68	.....	4 03	240 00	18 00	25 00
Cape Bald	196 48	916	12,969 68	70 59	118	1,967 48	232 30	37 91	.....	1 93	85 00	6 00	5 00
Caraquet	940 79	1,464	28,250 02	137 66	551	12,681 35	453 06	94 99	7 36	3 96	364 00	44 00	40 00

Centreville	764 59	595	12,691 60	56 35	171	2,990 93	247 06	39 43	11 64	8 95	338 00	31 00	40 00
Chatham	6,265 15	2,444	44,151 95	234 99	1,471	28,734 43	2,102 63	143 28	39 02	49 78	a1,738 86	270 00	.....
Chipman	751 45	435	10,147 00	48 65	385	6,948 76	578 64	33 05	9 04	5 27	298 00	42 00	30 00
Clair	180 35	196	6,102 05	26 59	11	286 70	48 50	16 78	.....	2 57	80 00	.....	5 00
Clifton	88 18	99	2,129 01	9 85	50	868 92	38 19	7 39	.....	1 76	55 00	18 00	5 00
Cocagne	243 47	417	7,413 26	36 47	98	1,039 37	72 98	21 50	.....	1 63	176 00	12 00	15 00
Cody's	204 12	312	5,447 39	27 15	67	1,650 14	85 93	16 41	1 53	2 34	90 50	66 00	7 50
Coldstream	199 24	48	910 76	4 32	21	239 52	100 68	2 80	.....	2 10	60 00	30 00	5 00
Collina	91 35	92	957 03	5 91	28	291 78	26 96	3 14	.....	0 13	54 00	.....	5 00
Cross Creek	264 75	285	5,686 39	25 22	98	1,762 85	90 27	17 39	.....	1 50	98 00	11 00	10 00
Dalhousie	1,890 38	935	13,528 71	76 29	389	7,571 10	799 70	40 45	40 28	13 06	a582 88	10 00	.....
Debec	428 86	280	6,548 02	30 35	80	1,499 06	95 20	21 70	.....	3 44	178 00	24 00	20 00
Doaktown	648 41	805	46,327 18	156 91	113	3,216 74	271 10	128 49	.....	9 84	305 00	.....	30 00
Dorchester	1,743 84	954	11,611 24	68 35	616	12,608 93	971 76	40 60	15 24	6 56	616 00	18 00	80 00
Douglastown	333 69	166	2,527 16	14 34	47	666 88	67 36	7 66	.....	2 69	156 00	.....	15 00
Edmondston	1,677 88	1,280	18,874 48	102 99	272	4,272 43	600 83	55 52	.....	5 57	558 00	20 00	60 00
Eel River Crossing	191 12	335	5,313 13	28 03	44	645 38	103 73	15 15	.....	1 29	105 00	18 00	7 50
Elgin	515 37	804	14,889 57	71 02	279	4,837 77	229 29	46 27	10 80	5 93	216 00	30 00	20 00
Elm Tree	236 98	305	6,374 61	28 81	86	1,418 62	80 25	19 20	.....	1 34	95 00	3 00	10 00
Fairville	1,208 12	530	4,754 98	32 98	170	2,372 50	413 15	15 73	0 44	0 47	434 00	.....	40 00
Florenceville	520 25	342	5,410 23	26 96	139	2,167 03	156 62	17 59	.....	1 60	214 00	24 00	20 00
Florenceville East	744 55	656	11,594 69	57 63	150	2,656 45	1,037 04	32 51	1 11	6 44	294 00	3 00	30 00
Fredericton	16 495 53	1,956	28,231 69	164 95	5,103	110,524 45	11,906 98	.....	.....	.....	c	.....	.....
Fredericton Junction	379 74	168	1,914 75	11 56	57	1,018 56	39 71	6 15	.....	2 46	150 00	11 00	15 00
Gagetown	500 99	673	10,981 55	54 76	252	6,160 85	257 91	33 80	5 13	3 49	254 00	28 00	25 00
Gibson	647 83	333	4,170 70	24 85	86	1,451 23	124 45	13 00	.....	2 98	295 00	.....	30 00
Glassville	289 64	292	8,365 78	35 93	83	3,747 17	191 58	24 89	.....	5 18	144 00	24 00	15 00
Grand Anse	372 70	156	5,481 84	20 45	111	1,707 40	74 54	16 16	.....	1 54	158 00	5 00	15 00
Grand Falls	1,227 32	1,059	19,233 95	93 40	313	9,030 23	468 96	56 47	7 94	8 19	425 00	40 00	40 00
Grand Harbour	403 55	113	3,432 62	14 77	12	202 58	96 58	11 76	.....	2 71	162 00	9 00	15 00
Great Shemogue	142 29	431	9,099 17	40 89	80	1,250 05	134 34	25 62	.....	0 78	87 50	.....	7 50
Hampstead	100 53	151	2,730 04	13 10	49	1,274 51	41 30	8 69	.....	0 40	40 00	.....	.....
Hampton	471 01	655	9,386 31	47 71	331	4,167 80	395 02	29 71	3 24	4 22	224 00	9 00	25 00
Harcourt	927 00	1,451	31,894 62	143 32	299	5,321 33	336 37	94 41	2 10	4 32	382 00	42 00	40 00
Hartland	1,402 10	887	14,468 35	74 48	424	7,162 84	737 08	46 19	26 88	14 07	512 00	40 00	60 00
Harvey	142 93	398	6,399 51	32 56	130	2,549 05	228 48	20 50	5 83	2 40	245 00	.....	5 00
Harvey Station	386 41	181	5,419 24	21 38	165	3,133 15	98 36	18 75	.....	4 87	168 00	38 00	15 00
Hawkshaw	140 57	61	1,178 64	5 65	7	178 94	24 30	3 25	.....	1 48	82 00	.....	5 00
Hillsborough	1,237 85	820	12,988 63	66 74	414	6,688 79	664 23	43 09	23 98	9 59	410 00	22 00	40 00
Hopewell Cape	526 11	327	6,172 08	30 36	201	3,646 98	227 01	21 27	.....	5 10	236 00	.....	25 00
Hopewell Hill	276 13	418	3,863 17	24 61	83	1,463 29	95 35	11 96	.....	1 60	152 00	10 00	15 00
Hoyt Station	180 76	72	1,135 08	6 51	69	703 43	54 52	3 87	.....	2 86	72 00	14 00	5 00
Inkerman	124 50	302	4,566 11	22 80	26	713 56	13 86	13 24	.....	0 14	56 00	3 00	5 00
Jacksonville	147 56	124	1,804 42	9 45	43	919 75	21 80	5 69	.....	1 85	64 00	.....	5 00
Jacquet River	360 75	290	6,551 33	29 82	70	1,675 91	101 71	19 23	.....	2 93	148 00	22 00	15 00
Kilburn	413 53	70	2,232 43	9 79	50	1,408 44	199 25	7 83	.....	2 97	230 00	18 00	25 00
Kingsclear	79 53	67	1,162 88	6 29	24	359 74	25 00	3 88	.....	0 70	36 00	3 00	.....
Kingston, Kings	175 03	126	2,156 38	10 78	56	879 61	114 78	6 99	0 07	1 24	68 00	3 00	5 00
Kouchibouguac	313 32	87	1,251 01	6 79	60	1,658 63	52 65	5 81	.....	0 42	150 00	10 00	15 00

a Including commission on box rents. *b* Including arrears of night duty, 57 cents. *c* Salary, &c. entered in Auditor General's report. *d* Accounting from May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards, Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ ots.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lameque	200 98	170	4,371 44	19 45	9	290 64	47 68	12 03	.....	2 94	96 00	22 00	10 00
Lepreaux	203 44	251	3,119 73	17 19	39	656 57	27 60	8 68	.....	0 37	98 00	25 00	10 00
Loggieville	809 90	401	5,461 86	28 28	87	1,133 20	97 41	15 89	.....	3 25	360 00	.....	40 00
Lord's Cove	181 89	774	16,294 13	73 69	19	242 04	54 29	45 07	.....	1 22	80 00	.....	5 00
*d*Lower Caraquet	16 12	9	125 07	0 70	.....	.....	.....	0 34	.....	.....	46 00	.....	5 00
McAdam Junction	1,135 36	707	9,327 01	52 72	168	1,818 29	239 88	27 50	30 70	3 55	414 00	11 00	40 00
Marysville	1,500 20	562	5,427 78	34 67	129	1,608 22	213 27	17 58	.....	1 03	*a*588 57	.....	.....
Meductic	182 54	232	2,334 04	14 20	51	854 80	171 44	7 10	.....	1 51	80 00	.....	5 00
Memramcook	461 87	488	6,954 63	36 17	341	5,416 82	232 53	23 75	.....	1 15	198 00	24 00	20 00
Middle Sackville	822 03	204	4,307 57	20 05	70	649 34	64 69	12 27	.....	7 83	358 00	.....	40 00
Millerton	430 80	226	3,142 74	17 24	98	1,526 09	193 64	10 36	.....	4 21	182 00	3 00	20 00
Milltown	1,236 63	1,073	12,001 73	76 77	334	5,604 90	164 53	45 28	22 11	2 66	440 00	.....	40 60
Millville	388 65	406	5,988 66	32 96	112	2,256 33	32 85	19 28	.....	3 27	170 00	40 00	15 00
Minto	177 30	124	2,805 80	14 57	43	2,686 70	20 20	8 15	.....	2 19	54 00	5 00	5 00
Moncton	22,061 26	3,898	54,173 54	322 12	6,194	105,010 52	9,394 04	191 22	147 20	36 48	*c*4,992 24	123 00	.....
Mount Carmel	109 20	221	5,575 55	24 50	44	1,159 38	10 45	17 05	.....	1 09	48 00	3 00	5 00
Narrows	83 68	245	5,092 05	23 59	94	1,882 41	82 06	16 56	.....	0 34	45 32	10 00	.....
*e*Nauwigewauk	240 09	46	842 36	4 03	.....	.....	3 80	2 31	.....	0 53	70 00	.....	5 00
Newcastle	4,780 22	1,983	30,666 35	170 62	1,355	30,491 98	2,431 66	101 48	0 71	12 41	*d*1,339 87	142 00	.....
New Mills	404 25	142	1,885 65	10 10	31	558 65	127 50	5 32	.....	1 65	185 00	3 00	20 00
North Head	613 10	532	9,565 92	47 72	145	2,264 63	158 68	29 07	1 97	3 99	214 00	80 00	20 00
Norton	854 17	653	10,389 63	54 51	253	5,189 82	455 11	35 15	.....	2 43	308 00	290 00	30 00
Oak Point	107 19	81	1,231 49	6 72	33	835 72	52 70	3 94	7 63	1 18	54 00	.....	5 00
Oromocto	392 18	275	3,678 48	21 03	154	2,401 62	85 28	12 14	.....	1 58	214 00	40 00	20 00
Ossekeag	1,104 84	665	12,011 83	60 73	191	3 365 24	251 59	35 06	.....	4 06	436 00	100 00	40 00
Penobsquis	440 78	351	8,235 87	36 50	211	6,650 92	60 76	24 29	.....	2 48	205 00	12 00	*c*25 00
Perth	1,140 62	313	6,883 27	32 06	153	2,650 49	528 23	22 58	.....	13 98	415 00	44 00	40 00
Petitcodiac	1,143 88	1,122	19,646 21	94 85	468	6,669 38	564 47	61 84	1 34	5 22	444 00	150 00	40 00
Petit Rocher	218 67	475	7,857 07	40 42	125	2,282 90	149 77	23 99	.....	3 50	110 00	.....	7 50
Pierston	17 24	19	286 98	1 52	4	299 39	.....	0 98	.....	0 43	25 00	.....	.....
Plaster Rock	615 69	383	10,733 96	45 16	44	631 00	108 84	30 06	.....	3 33	180 00	36 00	20 00
Pointe de Bute	213 73	183	3,580 07	18 26	37	798 64	102 15	11 13	.....	2 95	110 00	.....	10 00

Port Elgin	1,043 24	793	9,696 11	54 78	496	9,880 01	453 85	31 28		6 88	412 00	30 00	40 00
gRed Rapids	47 00	18	537 26	2 37	3	16 28	27 30	1 49		0 71	25 00	6 08	
Renous Bridge	222 89	112	2,988 27	13 32	26	322 42	123 95	8 68		3 25	105 00	5 00	10 00
Rexton	1,346 00	722	16,181 24	77 49	871	21,140 75	1,333 49	57 10	24 49	6 04	480 00	65 00	60 00
Richibucto	1,046 51	1,107	23,840 57	108 02	399	7,613 85	631 68	74 34		10 60	a431 88	100 00	
Richmond Corner	73 37	31	623 69	2 92	26	493 63	17 50	2 57		1 38	40 00	5 00	
gRiley Brook	144 54	59	1,159 62	5 76	4	62 95	16 68	3 18		1 44	66 00		5 00
River Charlo	149 11	223	3,118 57	17 26	48	1,087 37	63 40	8 74		1 35	84 00		5 00
River Louison	167 32	207	4,043 09	19 62	16	396 05	10 54	11 21		4 09	75 00	7 00	5 00
Riverside	441 84	195	2,068 72	12 79	87	2,094 53	223 94	6 31		2 21	168 00		15 00
Rockland	39 59	10	328 16	1 55	9	149 61	4 00	1 06		0 29	50 00		2 50
Rogersville	658 34	1,625	30,064 74	146 80	413	6,691 17	326 96	95 64		6 00	268 00	7 00	30 00
Rothesay	1,000 47	516	7,321 30	43 57	159	4,250 38	216 78	25 71	3 67	2 96	370 00	27 00	40 00
St. Andrews	2,459 12	1,655	19,374 31	114 62	672	9,762 82	690 45	65 01	58 55	8 99	732 00	28 00	100 00
St. Anthony	203 87	170	5,509 08	21 24	19	544 11	23 70	15 81		0 54	80 00	8 00	5 00
dSt. Charles	80 58	10	307 92	1 37				0 85		0 46	39 00		
St. George	1,666 11	1,416	18,747 60	105 50	341	6,560 90	296 00	57 30	15 16	5 16	562 00	36 00	60 00
St. John—													
*(Divided as follows)—	*96,340 82												
Head Office	83,337 58	8,166	113,803 98	744 46	36,976	657,153 63	51,160 54			j278 83	b		
Garden Street	1,632 00	868	9,261 43	58 88	17	208 96	267 83	25 47		1 15	100 00		
Haymarket Square	1,139 00	640	6,237 20	38 61	3	180 50	12 75	17 28		1 50	100 00		
Indiantown	1,553 97	987	17,389 25	83 77	113	2,849 57	178 83	51 38	6 11	0 47	440 00		80 00
Marsh Bridge	87 95										42 00		
Millidgeville	123 00										58 00		5 00
St. John North	2,627 00	811	8,280 22	51 36	99	1,348 91	229 88	24 15	0 71	1 55	75 00		
St. John West	2,637 32	867	9,986 77	66 28	474	8,633 19	501 75	7 01	6 06	3 30	a172 54		
Sand Point Road	2 00										25 00		
Union Street	3,201 00	894	8,222 30	55 01	6	30 40	3 00	22 69		0 47	75 00		
St. Joseph, Westmoreland	606 63	469	5,870 92	33 81	372	8,394 98	508 79	21 27		1 50	224 00	6 00	25 00
St. Louis de Kent	300 24	405	11,051 63	45 84	137	2,114 01	126 38	34 14		4 20	138 00	18 00	15 00
St. Martin's	687 54	870	18,077 55	85 08	372	6,349 24	248 08	55 85	10 77	5 36	290 00	11 00	30 00
St. Mary's Ferry	921 71	476	7,272 27	37 97	188	2,619 56	187 20	22 33		1 48	395 00		40 00
fSt. Paul's	135 16	50	923 39	4 49	1	2 00	14 57	2 54		0 69	46 00		5 00
St. Stephen	9,370 67	2,236	30,779 80	173 89	2,253	29,840 09	2,207 48	117 23	192 65	9 74	a2,692 18	355 00	
Sackville	4,964 90	1,481	15,252 45	98 98	2,264	40,486 94	3,480 54	68 12	18 07	16 64	1,384 00	285 00	200 00
Salisbury	797 07	796	17,971 00	83 09	206	3,881 38	212 12	54 25	9 06	8 53	288 00	24 00	30 00
Shediac	2,109 77	1,309	26,214 26	125 39	1,216	16,613 62	1,798 41	85 56	2 20	21 45	662 00	572 00	90 00
Sheffield	103 27	303	7,768 72	33 41	113	3,696 91	28 09	22 41		0 23	186 00		5 00
Shippigan	320 50	461	11,360 65	48 57	36	780 78	107 58	31 68		2 09	112 00	44 00	10 00
South Nelson	726 31	312	7,212 60	33 08	39	884 83	113 90	19 84		0 31	294 00	4 00	30 00
Springfield	143 05	222	5,034 27	22 44	119	2,926 02	62 60	18 84		0 51	48 00	11 00	5 00
hStanley	908 37	421	8,182 59	39 09	132	1,530 37	285 33	23 96		10 70	270 00	16 00	30 00
Surrey	227 10	39	388 85	2 19	8	121 10	66 57	1 48		1 63	131 00		12 50
Sussex	5,361 49	1,827	27,886 73	147 33	1,951	36,948 08	2,811 98	98 87	39 56	21 60	a1,512 60	110 00	
Tabucintac	212 86	123	2,733 13	12 57	36	1,138 63	36 47	9 86		1 73	102 00	3 00	10 00
Taymouth	192 93	112	3,376 90	14 16	11	139 66	17 00	9 32		3 16	88 00		5 00

a Including commission on box rents. *b* Salary, &c. included in Auditor General's report. *c* Including arrears of rent, $5. *d* Accounting from June 1, 1906.
e Accounting from May 1, 1906. *f* Accounting from April 1, 1906. *g* Accounting from December 1, 1905. *h* Non-accounting from Sept. 1 to Dec. 1, 1905.
i Non-accounting from June 1, 1906. *j* Commission to non-accounting offices, &c.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Tracadie	589 16	670	11,130 69	54 69	230	5,467 96	186 95	40 76	4 32	1 04	300 00	14 00	30 00
*a*Tracy Station	201 24	38	1,016 74	4 46	5	149 25	30 20	2 79	.....	1 13	77 00	5 00	5 00
Upham	93 59	100	2,098 64	10 09	44	696 89	23 14	10 41	.....	0 75	52 00	.....	.....
Upper Gagetown	167 37	210	3,728 99	18 74	71	2,373 49	58 35	11 15	.....	1 50	70 00	.....	5 00
Upper Pockmouche	204 48	152	3,902 99	16 99	24	262 82	192 35	10 72	.....	1 56	104 00	8 00	10 00
*b*Upper St. Bazil	312 36	123	1,885 76	10 33	7	112 00	41 50	5 24	.....	2 07	158 00	.....	15 00
Upper Woodstock	132 22	128	1,444 30	8 62	34	410 90	154 10	4 86	.....	0 56	76 00	5 00	5 00
Welsford	451 48	71	1,387 35	6 91	114	2,229 14	68 15	5 97	.....	1 56	196 00	24 00	20 00
Westfield	253 52	84	726 28	4 73	29	467 51	32 64	2 74	.....	0 80	72 00	66 00	5 00
Woodstock	7,638 81	1,142	24,125 09	114 93	2,258	38,627 34	4,987 41	92 11	245 99	32 55	*c* 2,149 50	200 00	.....
Non-accounting Post Offices	44,973 59	.....	.....	.....	.....	.....	.....	.....	.....	.....	33,749 97	917 40	545 00
	300,095 21												
Less value of Postage Stamps affixed to Postal Notes.	350 00												
Totals	299,745 21	94,370	1,555,231 43	8,114 68	837 86	1,526,937 74	125,860 53	4,471 04	1,187 04	956 01	82,684 73	5,909 48	3,754 99

a Accounting from February 1, 1906. *b* Accounting from December 1, 1905. *c* Including commission on box rent.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards. Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alberton	1,420 87	784	13,796 63	69 83	565	12,850 22	479 85	58 32	6 72	10 80	560 00	32 00	60 00
Bedeque	188 58	145	2,340 51	11 21	46	1,010 37	87 50	7 31	.....	1 78	90 00	8 00	10 00
Belfast	266 16	238	4,037 48	20 22	94	2,523 08	71 26	15 68	.....	2 10	111 50	44 00	10 00
Bloomfield Station	160 86	54	1,216 61	5 52	12	120 50	25 30	3 42	.....	0 47	91 00	18 00	5 00
Breadalbane	347 35	231	4,943 52	22 88	168	4,016 52	112 73	20 23	.....	2 62	126 00	110 00	10 00
Bridgetown	148 27	333	4,210 80	23 96	233	4,129 92	359 16	19 20	.....	1 29	78 00	6 00	5 00
Cape Traverse	222 99	50	1,145 83	5 06	51	722 29	91 73	3 43	.....	1 31	*d*120 33	24 00	7 50
Cardigan Bridge	495 51	345	6,204 59	31 08	431	7,188 10	249 26	30 23	1 39	3 97	224 00	84 00	25 00
Charlottetown	21,403 59	4,031	60,122 17	348 55	6,913	128,568 01	12,471 12	.....	.....	*c*68 20	*b*	.....	.....
Coleman	347 29	120	1,953 06	9 51	100	1,620 62	26 80	8 66	.....	0 95	140 00	24 00	15 00
Freetown	185 34	83	1,900 00	8 29	53	954 55	19 95	7 21	.....	1 87	88 00	7 00	10 00
Georgetown	783 84	752	12,078 94	63 59	405	9,365 83	445 92	43 43	7 85	3 98	416 00	30 00	40 00
Head of St. Peter's Bay	472 34	472	9,586 29	45 98	156	3,121 17	134 06	31 92	.....	4 27	185 00	16 00	20 00
Hunter's River	293 85	235	5,762 90	24 66	71	2,000 55	140 63	18 23	.....	1 65	118 00	85 00	10 00
Kensington	826 61	644	13,435 78	61 20	331	6,206 93	311 34	46 27	7 27	1 82	325 00	100 00	35 00
Lot 56	121 88	173	3,213 28	16 18	24	393 74	9 32	9 78	.....	3 10	52 00	7 00	5 00
Montague Bridge	1,635 36	807	12,738 29	63 75	820	20,503 49	1,129 85	61 57	17 24	8 35	*a*631 82	167 00	.....
Morell Station	358 07	125	2,218 46	11 44	172	2,806 00	79 10	11 71	.....	1 20	150 00	9 00	15 00
Mount Stewart	441 87	374	5,320 15	28 25	176	2,876 85	189 80	19 24	.....	1 72	176 00	14 00	20 00
Murray Harbour, South	345 40	442	9,722 73	43 61	185	2,778 37	265 65	30 52	.....	7 89	138 00	4 00	10 00
Murray River	280 22	367	4,330 76	24 99	140	3,590 35	117 56	17 68	.....	3 18	152 50	5 00	12 50
New Glasgow	135 28	296	5,862 72	27 02	93	1,779 74	22 18	20 43	.....	1 09	60 00	.....	5 00
O'Leary Station	565 45	35	1,342 79	5 28	157	3,717 08	76 35	12 05	.....	3 73	259 00	18 00	25 00
Peake Station	131 16	27	626 65	2 76	26	540 45	46 25	2 63	.....	0 50	64 00	12 00	5 00

(*a*) Including commission on box rents. (*b*) Salary, &c., entered in Auditor General's report. (*c*) Commission to non-accounting offices, &c. (*d*) Including $5.33 arrears of night duty.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Prince Edward Island—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Souris East	1,693 80	642	10,855 13	58 00	1,200	25,450 78	959 59	71 30	04	10 61	595 00	87 00	60 00
Stanley Bridge	218 03	210	4,802 78	21 20	109	2,234 31	134 00	16 04	1 35	3 00	105 00	.....	10 00
Summerside	5,859 78	1,644	26,203 33	135 83	2,314	44,529 42	2,992 60	123 62	36 77	14 07	a1,720 87	200 00	.....
Tignish	828 77	843	12,754 96	67 68	633	9,802 35	259 20	56 29	64	5 66	426 00	16 00	40 00
Tryon	160 87	127	2,609 75	12 47	68	1,733 37	149 40	10 65	.....	1 43	81 00	.....	5 00
Tyne Valley	213 78	52	1,374 18	6 32	34	281 06	30 51	4 24	.....	1 30	94 00	.....	10 00
Vernon River Bridge	177 23	239	4,860 72	22 86	46	793 54	115 75	13 35	.....	1 57	82 00	.....	5 00
Victoria	267 04	236	6,487 16	27 21	206	5,363 99	173 76	27 01	3 30	2 61	120 00	.....	10 00
Wellington Station	210 13	69	1,598 12	7 77	46	602 94	79 64	5 39	.....	1 52	125 00	33 00	10 00
Non-accounting Post Offices	16,380 51	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,905 16	400 25	187 50
	57,588 08												
LESS.—Value of Postage Stamps affixed to Postal Notes.	66 50												
Totals	57,521 58	15,225	259,657 07	1,334 16	16,078	314,176 49	21,357 12	827 04	82 57	179 61	19,610 18	1,560 25	697 50

(*a*) Including commission on box rents.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alexander	995 38	1,528	28,758 67	144 52	160	3,149 83	223 13	80 74	.....	7 99	*a*436 00	4 00	75 00
Altamont	376 87	585	12,657 05	57 62	100	2,250 54	101 05	35 68	.....	3 61	171 64	.....	15 00
Altona	1,064 66	878	8,513 85	60 01	217	7,485 53	605 08	25 75	.....	10 84	374 00	.....	75 00
Arden	1,031 09	1,282	23,866 54	123 53	236	5,779 51	432 61	68 70	1 53	11 04	390 00	.....	75 00
Arnaud	271 47	348	8,136 05	37 89	45	1,093 55	78 10	23 65	.....	2 21	125 00	5 00	10 00
Austin	1,237 59	1,206	31,923 47	152 54	173	3,111 58	479 84	89 87	.....	17 86	465 00	.....	75 00
Bagot	348 54	403	9,702 35	45 14	36	418 71	111 05	26 87	.....	3 83	160 00	3 67	15 00
Baldur	1,296 71	940	22,768 00	110 11	383	11,139 66	894 87	65 35	.....	20 24	458 00	12 00	75 00
Balmoral	625 04	700	14,048 73	69 74	130	2,686 24	249 66	41 67	.....	2 09	290 00	3 00	30 00
Basswood	320 82	423	9,964 42	45 37	59	2,015 22	174 55	29 25	.....	5 02	142 00	3 00	15 00
Beauséjour	1,190 63	577	16,893 39	95 92	206	5,575 76	505 57	52 54	.....	11 82	392 00	17 00	75 00
Belmont	1,168 25	1,034	18,356 82	100 34	244	5,412 02	550 25	55 50	.....	15 64	455 00	90 00	75 00
Beulah	275 40	335	7,706 33	35 49	837	6,605 03	2,210 64	22 39	.....	7 33	138 00	.....	15 00
Binscarth	1,132 02	536	16,817 74	85 61	206	5,363 24	319 93	50 87	.....	14 61	406 00	6 00	75 00
Birtle	2,101 82	924	18,292 48	102 84	486	11,741 88	1,299 20	57 13	2 56	25 39	660 00	14 00	125 00
Boissevain	3,410 88	2,605	44,706 99	246 07	739	16,690 51	1,958 48	140 30	7 50	20 22	1,005 00	20 00	200 00
Bradwardine	579 81	701	12,902 34	68 05	70	1,654 94	159 15	36 62	0 02	3 66	242 00	.....	25 00
Brandon	35,974 88	7,527	135,875 11	1,052 92	9,500	226,185 84	26,759 73	417 07	65 79	112 89	*b*6,978 95	1,250 00	.....
Brookdale	525 40	561	11,202 17	58 73	27	634 16	120 95	30 83	.....	4 05	210 00	.....	20 00
Cameron	80 09	180	5,946 52	24 97	10	605 85	33 70	16 68	.....	1 68	51 00	.....	.....
Carberry	4,144 24	1,118	22,423 97	143 66	599	15,523 93	1,818 89	64 08	6 65	30 57	1,397 50	16 00	275 00
Carman	4,284 63	3,487	71,109 87	354 54	929	23,043 10	2,113 15	202 44	14 53	29 04	1,250 00	10 00	250 00
Carroll	654 22	962	29,900 01	127 99	47	1,204 70	60 75	83 39	.....	2 14	198 00	.....	20 00
Cartwright	1,415 00	789	21,789 29	99 50	305	7,749 63	362 85	62 27	14 28	20 17	488 00	.....	100 00
Clan William	474 17	418	9,495 35	47 85	34	605 92	187 35	28 64	.....	5 11	196 00	.....	20 00
Clearwater	506 71	513	9,900 57	49 87	73	1,487 34	267 57	28 36	.....	6 71	200 00	.....	20 00

(*a*) Including $12.00 arrears of night duty. (*b*) Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Crandell	641 42	816	26,244 68	111 30	45	1,472 53	174 49	73 30	.....	11 16	270 00	3 00	30 00
Crystal City	1,740 75	1,156	21,170 23	114 68	362	8,511 31	897 15	62 44	.....	17 07	575 00	.....	125 00
Cypress River	1,031 30	1,212	15,836 01	90 98	179	2,814 30	334 05	44 97	.....	6 11	392 00	32 00	75 00
Darlingford	503 50	256	4,733 50	23 07	49	803 25	139 95	13 27	.....	1 90	192 00	4 00	20 00
Dauphin	4,865 99	1,739	49,466 32	244 19	1,293	32,544 04	3,419 99	146 25	7 96	52 38	*b*1,356 25	*c*677 50	250 00
Deleau	220 53	406	11,452 57	55 05	55	2,827 01	257 55	35 53	.....	7 91	92 00	.....	10 00
Deloraine	3,275 61	1,527	37,699 64	193 34	609	22,633 09	1,133 46	116 97	9 73	34 62	*b*1,014 75	140 00	200 00
Dominion City	955 94	1,464	23,917 13	139 26	191	4,124 41	373 36	67 23	2 13	5 77	380 00	80 00	75 00
Douglas Station	659 22	675	13,753 35	69 49	79	1,838 02	134 90	38 55	.....	6 14	250 00	32 00	25 00
Dunrea	687 45	824	33,912 97	142 22	90	2,712 30	183 24	93 63	.....	9 42	240 00	8 00	25 00
East Selkirk	292 85	33	759 93	3 41	13	131 38	63 10	2 27	.....	0 34	154 00	8 00	15 00
*g*Eden	338 34	.....	.....	.....	.....	.....	34 00	.....	.....	.....	62 00	3 00	5 00
Edrans	541 00	398	5,644 32	35 09	79	2,707 37	231 67	16 13	0 70	3 92	176 00	3 00	20 00
Elgin	1,458 77	1,072	26,969 95	137 44	188	5,586 17	345 70	78 06	.....	17 95	*c*505 48	.....	100 00
Elkhorn	1,829 84	1,657	44,606 87	219 37	316	7,893 78	727 98	130 67	10 46	27 04	716 15	90 00	150 00
Elm Creek	829 46	615	19,074 53	86 14	98	1,610 07	174 34	53 54	.....	9 95	312 00	15 16	35 00
Elphinstone	221 29	183	3,067 76	24 10	31	832 47	61 90	9 83	.....	1 48	74 00	.....	5 00
Elva	510 22	424	10,622 25	53 22	75	2,462 24	153 75	31 50	.....	6 27	254 00	.....	25 00
Emerson	1,850 86	1,451	27,133 43	190 26	428	6,912 17	932 94	78 79	1 77	17 26	*d*713 32	11 00	125 00
*h*Ethelbert	329 66	115	3,190 30	14 12	9	189 37	188 30	8 81	.....	0 51	139 00	.....	15 00
Fairfax	329 57	264	8,086 65	34 00	31	608 91	65 95	22 33	.....	4 78	120 00	2 50	10 00
Fannystelle	407 52	445	4,973 84	29 33	20	435 43	33 30	14 10	.....	1 08	186 00	.....	20 00
Fox Warren	714 02	1,313	34,295 49	155 69	126	3,312 86	119 35	99 17	.....	10 23	250 00	8 00	25 00
Franklin	662 80	517	11,694 06	56 66	86	2,353 38	194 07	32 72	.....	6 90	278 00	8 70	30 00
Gilbert Plains	1,392 05	1,998	48,089 83	230 39	237	7,101 60	652 15	136 34	.....	25 29	*e*471 48	24 00	75 00
Gimli	366 31	276	9,384 46	38 93	97	2,624 17	236 70	27 47	.....	3 03	168 00	.....	15 00
Gladstone	3,046 84	1,699	25,100 94	148 24	740	20,678 56	1,436 59	81 19	6 94	18 05	960 00	.....	200 00
Glenboro	1,443 96	1,322	20,997 55	116 15	269	6,183 92	564 92	61 06	.....	11 97	510 00	4 00	100 00
Glenella	348 97	687	17,687 80	75 98	31	628 74	107 60	49 34	.....	2 45	184 00	7 00	20 00
Goodlands	434 06	750	20,798 03	88 76	67	1,482 57	148 71	57 59	.....	2 58	186 00	5 00	15 00
Grand View	1,918 04	2,292	47,791 60	242 79	295	9,126 17	579 74	135 47	0 89	10 61	*e*605 48	5 00	125 00
Gretna	1,295 45	765	9,584 27	60 60	268	8,258 50	834 22	28 34	.....	13 94	550 00	10 00	112 50

Griswold	1,180 20	379	9,708 69	52 77	168	4,641 81	367 52	28 44	0 66	10 46	420 00	18 00	75 00
Hamiota	2,408 65	860	15,789 34	90 83	355	9,144 92	844 67	45 65		15 88	738 00	5 00	150 00
Harding	271 04	522	12,768 08	59 58	35	1,001 53	80 30	36 37		3 68	87 50		7 50
Hargrave	319 20	254	5,475 02	28 85	34	1,152 42	54 13	16 46		2 75	144 00		15 00
Hartney	2,504 88	1,959	45,041 25	244 38	419	11,672 57	1,216 99	128,55	4 17	35 78	809 34		150 00
Headingly	359 56	58	1,554 79	9 13	24	373 93	130 97	4 78		2 04	172 00		15 00
High Bluff	518 75	162	5,972 80	25 30	63	1,072 18	155 15	16 47	0 03	6 73	226 00	10 00	25 00
Hilton	277 82	507	17,662 45	72 06	51	1,379 72	176 55	49 79		6 57	124 00		10 00
Holland	1,495 60	549	12,449 76	65 75	284	6,817 03	542 96	37 93		23 56	512 00	10 00	100 00
Holmfield	641 97	612	15,782 09	71 41	133	3,031 29	330 66	45 06	4 22	7 01	268 00		30 00
Kawende	576 79	332	4,615 50	26 77	32	555 34	272 60	13 95		2 30	260 00	3 00	25 00
*i*Kelwood	384 55	84	2,424 46	9 72	6	170 90	57 70	6 28		1 23	94 00		10 00
Kenton	485 83	560	16,407 60	74 99	48	1,287 15	176 37	45 56		7 89	224 00	6 00	25 00
Keyes	325 27	211	3,692 28	21 04	28	626 69	153 75	12 72		3 17	134 00	*f*9 00	15 00
Killarney	2,879 35	1,819	40,272 78	215 05	624	13,835 69	1,180 29	119 58	11 59	35 66	850 00	16 00	175 00
Larivière	731 79	912	19,962 21	96 39	133	1,678 96	240 68	55 74		9 50	352 00	36 00	35 00
Lauder	818 23	756	25,835 36	110 88	84	2,617 85	237 36	73 51	7 48	9 58	315 00		35 00
Laurier	402 60	557	15,909 51	70 05	132	6,028 09	233 92	45 92		8 29	212 00		20 00
Lenore	147 18	640	21,851 96	91 92	41	1,338 29	85 89	60 66	4 56	4 83	164 00		15 00
Letellier	518 31	180	5,273 02	23 91	50	982 34	251 85	15 11		12 74	*j*256 66	6 00	25 00
*k*Lowe Farm	377 91	156	6,571 55	25 63	7	156 50	24 90	18 08		2 45	162 00		15 00
Lyleton	634 66	586	15,236 98	69 33	71	2,230 53	224 71	43 28		7 13	295 00	5 00	30 00
Macdonald	432 15	171	2,353 19	13 90	30	546 98	173 75	7 65		2 26	194 00	4 00	20 00
Macgregor	1,690 55	1,708	26,522 26	146 74	423	9,193 85	844 04	75 59	2 61	9 73	596 00	120 00	125 00
Makinak	475 53	676	14,259 57	70 39	122	3,116 17	167 88	43 32		3 29	175 00	28 00	15 00
Manitou	2,961 88	2,429	37,756 26	215 38	648	16,031 09	1,568 66	111 86	7 45	20 34	920 00	5 00	175 00
Mariapolis	384 97	402	16,507 49	69 03	52	1,585 49	85 15	46 90		8 13	150 00	18 00	15 00
Mather	569 27	735	19,829 37	86 32	84	3,495 84	179 45	60 60	0 93	6 65	210 00		20 00
*k*Medora Station	700 38				6	302 90	73 95	0 72		2 31	292 00		30 00
Melita	2,992 04	2,341	31,136 70	195 11	852	23,419 69	1,770 63	92 31	7 86	16 96	890 00	6 00	175 00
Miami	1,222 44	1,572	36,146 56	174 72	276	4,429 85	712 98	101 45	1 93	20 79	487 64	3 00	100 00
Miniota	1,229 94	727	14,671 96	81 12	158	5,052 95	339 42	45 54		8 87	414 00	28 00	75 00
Minitonas	565 34	430	12,619 85	55 51	98	3,147 48	133 49	35 20		12 52	245 00	4 00	20 00
Minnedosa	3,886 23	2,690	37,975 19	241 19	857	18,130 36	1,740 03	116 98	16 29	14 10	1,140 00	50 00	225 00
Minto	816 05	1,012	33,160 63	138 14	132	3,275 09	257 60	91 90		9 85	338 00	4 00	35 00
Morden	4,190 94	2,103	30,652 95	176 50	1,058	22,015 57	4,057 40	90 07	4 98	25 30	1,254 00	12 06	250 00
Morris	1,645 91	903	12,708 17	76 80	331	7,399 82	708 47	38 42	2 37	11 63	596 00	199 96	125 00
Myrtle	346 66	326	9,702 28	43 32	39	1,250 94	68 55	27 88		7 06	140 00		15 00
Napinka	1,475 61	660	23,134 11	105 67	166	5,569 21	477 85	65 26	1 76	22 92	516 00		100 00
Neepawa	5,996 68	4,067	57,949 63	336 59	1,060	22,825 50	2,963 70	168 01	7 09	11 83	1,712 00	*k*18 49	325 00
Nesbitt	409 82	841	27,437 19	105 48	48	1,377 56	85 86	76 29		1 81	162 00	5 00	15 00
Newdale	1,219 38	1,743	25,469 30	148 33	209	5,536 30	438 38	72 57		6 25	445 00		75 00
Ninette	425 59	920	20,212 25	94 39	68	986 34	116 40	56 13		1 88	172 00		15 00
Ninga	997 46	1,371	24,783 51	128 92	141	2,946 62	271 62	69 77		8 95	385 00	14 15	75 00
Norwood Grove	1,825 65	446	5,303 41	41 05	91	1,638 83	277 91	17 17		1 60	252 00		25 00
Notre-Dame de Lourdes	246 33	467	8,524 26	48 13	62	1,407 19	72 70	26 51		2 10	112 50		10 00
Oak Lake	2,388 32	1,255	23,062 77	129 11	247	6,511 95	628 71	65 78		23 33	774 00		150 00

a Including commission on box rents. *b* Including $2.25 arrears of night duty. *c* Including $27.50 arrears. *d* Including $23.32 arrears of night duty. *e* Including $1.48 arrears of night duty. *f* Including $1 arrears. *g* Accounting from May 1, 1906. *h* Accounting from February 1, 1906. *i* Accounting from March 1, 1906. *j* Including $11.66 arrears of night duty. *k* Including $2.50 arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Oak River	986 48	557	10,033 50	57 89	160	3,010 24	239 20	29 30	.....	9 53	388 00	5 00	75 00
Oberon	192 28	306	6,375 91	29 84	24	162 85	58 20	17 54	.....	2 19	81 50	.....	5 00
Ochre River	531 55	184	3,465 35	19 01	52	1,323 74	334 92	9 89	.....	2 89	212 00	.....	20 00
Pierson	659 54	853	12,600 76	69 14	115	3,939 93	221 62	36 48	2 71	4 25	308 00	.....	32 50
Pilot Mound	2,275 06	1,636	21,595 51	136 24	458	10,698 76	1,041 31	62 51	1 01	19 72	684 00	12 00	150 00
Pipestone	936 98	1,111	20,895 44	111 15	119	4,031 88	343 40	60 17	.....	9 63	354 00	5 00	75 00
Plumas	963 08	839	31,398 48	135 62	155	4,283 42	386 37	89 35	1 02	18 83	392 00	8 00	75 00
Plum Coulee	938 50	1,311	33,359 80	145 13	105	2,321 02	350 31	92 27	5 10	10 21	382 00	.....	75 00
Poplar Point	322 29	41	837 61	4 39	17	549 53	129 52	2 32	.....	3 15	155 00	5 00	12 50
Portage la Prairie	13,773 42	3,256	55,478 57	368 95	4,605	61,633 53	12,186 12	172 78	23 04	61 88	a3,598 14	7 00	.....
Rapid City	1,976 56	2,592	41,041 42	228 97	356	7,115 68	654 17	119 03	5 27	12 19	646 00	4 00	125 00
Rathwell	925 21	1,343	21,663 85	121 02	149	4,529 81	216 86	63 23	0 71	7 47	370 00	33 00	75 00
Reaburn	280 77	43	630 99	5 38	17	276 20	49 75	1 88	.....	0 90	170 00	21 00	15 00
Reston	1,693 53	633	16,906 54	105 03	363	12,202 25	511 54	50 48	.....	22 52	498 00	14 00	100 00
Roblin	769 85	733	22,968 17	95 06	133	3,959 51	466 01	63 09	.....	9 71	c247 22	8 00	20 00
Roland	1,659 56	1,807	33,980 22	172 59	325	6,929 90	705 96	95 92	3 66	13 82	580 00	4 00	125 00
Rosebank	357 47	473	13,378 70	59 79	36	846 05	75 60	37 27	.....	3 54	145 00	.....	15 00
Rosenfeld	379 43	209	7,524 75	29 15	29	402 31	232 46	20 75	.....	7 52	182 00	.....	17 50
eRossburn	548 74	123	4,718 89	19 12	10	207 42	162 35	12 97	.....	3 34	178 00	.....	20 00
Rosser	478 65	73	1,188 56	8 77	59	1,943 11	135 00	3 82	.....	2 73	220 00	.....	25 00
Rounthwaite	394 55	468	9,536 93	47 50	72	1,641 14	126 00	27 27	1 90	4 08	174 00	.....	15 00
Russell	2,017 19	1,313	30,354 57	150 43	451	10,044 33	952 35	91 41	.....	19 55	640 00	64 00	125 00
St. Alphonse	65 05	144	2,911 33	21 27	18	883 96	11 40	10 25	.....	0 66	46 00	.....	.....
fSte. Anne des Chênes	357 20	7	343 89	1 55	4	149 78	64 15	0 99	.....	2 03	148 00	4 00	15 00
St. Boniface	2,595 69	1,314	27,497 80	254 03	884	17,153 98	2,059 01	91 53	.....	7 25	715 00	6 00	150 00
St. Claude	454 96	288	6,909 56	39 01	72	2,734 78	85 75	24 26	.....	4 95	200 00	.....	20 00
St. Jean Baptiste	489 88	547	12,298 06	56 79	103	2,378 90	350 89	36 61	.....	6 20	238 00	.....	25 00
St. Laurent	271 27	247	4,491 14	24 12	77	1,718 59	167 40	14 97	.....	2 49	120 00	.....	10 00
St. Norbert	279 85	193	2,994 19	21 59	115	1,874 42	181 80	10 39	.....	2 04	104 00	.....	10 00
St. Pierre	358 56	447	9,231 62	45 26	123	4,330 49	133 70	25 73	.....	1 29	156 00	.....	15 00

f St. Rose du Lac	355 55	65	952 59	5 76	5	342 84	151 30	3 50		1 57	135 00	0 75	15 00	
Selkirk	2,946 68	1,932	29,692 62	185 96	460	10,790 29	1,512 99	91 81	9 72	7 77	970 00	16 00	200 00	
Shoal Lake	2,442 20	2,193	33,533 51	201 62	370	6,955 17	932 48	95 74	0 30	15 46	735 00	7 00	150 00	
Sidney	963 30	553	14,631 12	69 12	83	1,428 88	238 75	41 09		9 38	388 00	6 00	75 00	
Sifton	302 74	335	16,598 59	61 47	43	1,098 86	118 35	48 22		4 80	149 18		10 00	
Sinclair Station	454 12	817	23,525 18	97 40	59	1,441 02	409 87	64 96		3 17	174 00	10 00	15 00	
Snow Flake	635 85	392	12,023 81	54 51	26	644 75	240 90	33 54		6 21	256 00	6 00	25 00	
Solsgirth	673 27	629	9,795 16	53 48	130	2,813 77	217 42	31 26		7 93	270 00	44 00	30 00	
Somerset	813 02	862	24,097 71	107 69	231	5,234 48	642 71	69 07		8 27	352 50	18 00	35 00	
Souris	4,360 00	1,458	30,366 72	173 82	914	35,997 91	1,583 54	92 16	8 74	39 77	1,168 00	66 00	225 00	
Sperling	536 66	748	16,052 83	73 78	47	1,383 09	152 25	44 64		2 95	202 00		20 00	
Starbuck	454 04	153	2,285 85	11 67	24	894 75	193 14	7 53		2 14	188 00	4 00	20 00	
Steinbach	450 91	464	26,399 28	100 66	126	5,420 60	170 52	74 36		10 84	165 00	24 00	15 00	
Stockton Station	285 94	409	6,080 65	35 67	68	1,005 39	165 85	17 02		6 90	122 00		10 00	
Stonewall	2,312 81	1,157	22,950 96	151 95	573	11,422 90	1,410 40	71 92	3 63	18 38	750 00	30 00	150 00	
Stony Mountain	459 65	89	1,388 45	9 30	16	273 78	119 19	4 09		3 24	158 00		15 00	
Strathclair Station	904 17	1,096	18,879 91	97 85	130	2,753 75	229 65	52 86	0 83	9 11	364 00	24 00	75 00	
Stuartburn	424 69	342	8,430 32	68 33	42	816 35	71 65	24 10		3 26	196 00	5 00	20 00	
Swan Lake	994 52	685	16,633 58	83 08	196	4,839 95	443 57	47 72	3 81	20 78	380 00	5 50	75 00	
Swan River	2,248 43	2,801	41,450 77	233 98	348	9,982 90	846 68	121 61		10 93	692 00	32 00	125 00	
Teulon	661 82	320	4,117 83	25 22	95	2,208 72	319 11	13 94		3 31	285 00	22 00	30 00	
Thornhill	338 67	366	10,077 85	42 39	61	1,037 76	78 79	27 94		3 39	148 00		15 00	
Treesbank	277 90	488	10,083 59	51 36	68	1,547 82	137 05	27 80		3 96	140 00	4 00	10 00	
Treherne	1,941 24	1,939	29,874 37	166 28	403	8,167 30	779 87	84 91		14 07	640 00	5 00	125 00	
c Tyndall	553 26	14	307 10	169 00	4	82 50	6 00	0 85			238 00	5 00	25 00	
Virden	4,605 74	2,071	42,151 35	257 73	994	27,486 53	2,877 55	129 40	7 94	48 82	1,300 00	6 00	250 00	
Waskada	982 34	702	18,169 02	89 18	128	4,742 59	370 70	52 28		10 92	380 00	4 00	75 00	
Wawanesa	2,924 74	1,845	39,634 43	199 79	3,255	38,749 82	7,710 70	112 72		22 13	850 00	12 00	175 00	
Wellwood	433 83	142	2,703 51	17 80	31	433 95	211 86	7 79		6 45	140 00		15 00	
Westbourne	614 14	350	8,634 41	44 29	111	3,112 31	319 47	26 78		9 05	294 00	52 00	30 00	
Wheatland	406 24	319	8,668 05	38 23	25	452 32	97 30	24 32		3 85	146 00	6 00	15 00	
c Whitemouth	404 21	45	510 73	3 57	10	264 63	16 30	1 56		0 62	140 00		15 00	
Whitewater	451 76	261	2,737 99	17 96	23	797 00	115 65	8 23		2 30	*d* 198 48	8 00	17 50	
Winkler	1,302 96	550	7,498 28	49 47	222	3,586 08	491 27	21 33		17 16	520 00		100 00	
Winnipeg—	*419,012 32													
*(Divided as follows)—														
Head Office	376,562 85	41,799	747,962 92	7,176 59	131,878	2,728,029 16	413,141 96			*g* 692 51	*h*			
Fort Rouge	3,301 00	1,238	14,759 80	128 90	117	1,904 90	302 86	44 03	3 34	5 67	100 00			
Inkster	371 57										76 00		5 00	
b Isabel Street	4,936 71	581	7,081 50	57 08	3	23 20	206 73	19 52		3 75	41 66			
Louise Bridge	2,486 66	1,099	14,943 51	140 89	189	4,520 53	178 30	46 19		1 72	575 00		125 00	
Main St. North	3,551 24	1,782	30,627 04	303 46	21	333 63	249 55	84 45	1 79	2 34	100 00			
Main St. South	16,703 17	1,536	24,049 86	151 08	28	315 56	6,987 74	66 13	1 59	24 16	100 00			
Portage Ave. Centre	6,399 02	2,526	27,600 56	256 26	39	769 56	855 50	76 39	15 72	7 51	100 00			
Sub-Office No. 5	2,304 00	1,590	18,587 30	138 84	11	239 21	2 50	51 13		3 08	60 00			
" 7	1,990 04	334	3,414 79	32 27	10	35 57	3 00	9 37		0 45	59 35			
c " 8	306 06	62	845 42	4 61			36 01	2 35		1 21	25 00			
Winnipegosis	575 52	291	3,870 89	24 32	29	692 46	129 40	11 11		1 95	289 00	5 46	30 00	

a Including commission on box rents. *b* Closed March 1, 1906. *c* Including $2.22 arrears of night duty. *d* Including $1.48 arrears of night duty. *e* Accounting from February 1, 1906. *f* Accounting from March 1, 1906. *g* Commission to non-accounting offices, &c. *h* Salary, &c., entered in Auditor General's report.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Non-accounting Post Offices	27,703 59										15,558 65	1,300 25	553 75
	682,427 15												
LESS—Value of Postage Stamps affixed to Postal Notes	795 66												
Totals	681,631 49	204,082	4,033,928 30	25,122 80	183,239	3,891,949 66	550,379 22	9,569 45	341 25	2,583 36	91,658 32	5,206 09	11,403 75

PROVINCE OF SASKATCHEWAN.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes Paid; and the Compensation, salary and allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abernethy	1,245 36	596	17,189 57	74 46	65	2,664 57	493 63	47 50	.....	12 00	370 00	*d*74 78	75 00
Alameda	1,985 99	1,674	32,903 68	161 62	779	24,647 21	2,346 29	99 14	4 50	16 21	614 00	7 00	125 00
Antler	712 22	1,660	80,704 35	296 43	231	6,802 40	322 30	227 48	.....	11 22	234 00	12 00	25 00
Arcola	2,881 52	2,241	38,868 83	201 10	542	18,897 90	929 86	117 69	3 03	16 00	968 00	422 50	175 00
Balcarres	725 70	251	6,374 54	31 29	70	1,711 81	245 65	18 84	.....	5 79	225 00	14 66	25 00
Balgonie	1,398 79	811	20,492 36	107 24	132	3,845 57	488 46	61 19	2 13	11 31	460 00	27 00	75 00
Battleford	3,908 40	1,755	29,359 03	177 96	1,627	54,325 08	2,241 91	147 64	0 04	26 41	893 00	185 00	187 50
*a*Belle Plaine	328 38	34	613 94	2 99	1	350 00	0 35	1 68	.....	0 57	124 00	.....	10 00
Broadview	1,619 10	1,741	33,603 39	188 08	295	7,188 42	999 75	98 63	3 72	23 38	605 00	20 62	100 00
Cannington Manor	191 14	266	4,007 26	22 44	65	2,219 82	124 45	11 98	.....	2 17	100 00	.....	5 00
*b*Canora	869 22	270	6,930 96	33 76	40	1,305 80	294 95	19 74	.....	4 06	205 75	10 52	17 50
Carievale	943 49	985	30,855 55	127 08	107	3,169 83	448 56	86 33	.....	13 45	374 00	4 00	75 00
Carlyle	1,870 41	1,715	28,884 19	147 76	343	9,966 18	1,030 31	83 22	0 49	11 17	590 00	.....	100 00
Carnduff	2,417 28	2,022	40,099 87	198 32	421	11,517 82	812 51	117 10	2 30	17 11	685 00	3 00	150 00
Caron	1,641 35	1,094	15,682 33	87 39	193	5,725 77	464 92	51 43	.....	5 54	395 00	5 00	75 00
Churchbridge	714 53	836	12,916 34	69 71	87	2,161 29	187 54	39 35	.....	4 55	325 00	16 00	35 00
Coalfields	435 49	590	10,396 40	62 59	27	795 58	93 88	29 20	.....	2 28	296 00	.....	27 50
Craik	1,475 45	1,232	15,928 32	89 73	351	12,393 28	401 74	63 62	.....	5 05	568 25	*f*7 66	37 50
*b*Craven	464 22	51	938 70	4 80	6	83 50	71 60	2 59	.....	2 31	146 00	.....	15 00
Creelman	436 74	779	29,383 43	113 84	85	3,289 79	368 13	80 93	.....	7 17	106 00	.....	10 00
Davidson	2,266 53	2,003	28,874 42	158 48	476	17,237 64	581 30	104 31	.....	5 36	505 00	.....	100 00
*b*Disley	272 47	41	777 74	4 11	10	221 90	312 15	2 16	.....	1 24	70 00	.....	5 00
*c*Drinkwater	508 81	335	9,048 12	39 73	30	871 52	112 82	25 70	.....	4 93	148 00	3 00	15 00
Dubuc	677 69	765	18,356 94	82 19	139	4,396 40	590 25	56 86	.....	6 52	148 00	*e*3 53	15 00
Duck Lake	997 41	287	5,170 06	34 94	268	6,209 08	537 69	22 33	.....	11 35	400 00	46 00	75 00

(*a*) Accounting from May 1, 1906. (*b*) Accounting from February 1, 1906. (*c*) Accounting from Nov. 1, 1905. (*d*) Including $13.45 arrears. (*e*) Including 53 cts. arrears. (*f*) Including 33 cts. arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dundurn	1,245 55	1,124	11,477 83	70 76	165	5,333 02	382 25	38 37	.....	6 37	300 00	3 00	30 00
Esterhazy	973 84	1,204	30,192 75	144 99	161	4,622 40	708 78	90 21	.....	13 16	315 00	40 00	35 00
Estevan	2,837 40	2,789	39,657 98	235 64	645	16,918 11	1,030 21	133 42	8 62	17 97	760 00	15 00	150 00
Fillmore	854 91	588	12,101 56	56 08	148	3,582 10	419 54	37 25	.....	6 46	174 00	7 08	15 00
Fleming	1,272 46	1,110	23,937 40	119 14	130	3,384 61	485 50	68 91	0 10	19 39	435 00	.....	75 00
*a*Forget	974 51	426	9,770 35	51 41	77	3,554 71	199 44	31 87	.....	7 94	175 00	3 00	15 00
*a*Francis	736 64	560	11,454 94	54 82	54	1,628 10	322 72	31 98	.....	5 84	198 00	.....	20 00
Frobisher	700 43	800	18,770 05	87 64	133	3,871 09	126 39	52 02	4 52	5 13	238 00	5 00	25 00
Gainsborough	1,336 08	1,125	31,441 16	132 66	204	5,457 00	365 99	91 03	.....	13 36	444 00	14 00	75 00
*b*Girvin	382 27	65	1,720 91	7 44	5	178 54	37 00	5 14	.....	1 31	42 00	.....	.....
Glen Ewen	693 96	317	7,038 81	36 47	99	2,904 38	234 85	21 49	.....	5 95	226 00	8 00	25 00
*b*Grand Coulee	378 94	23	389 01	2 05	1	100 00	0 75	1 07	.....	0 73	124 00	.....	10 00
*c*Grayson	414 42	218	3,602 86	19 98	28	861 61	174 15	10 65	.....	3 30	*e*221 67	3 30	*l*24 58
Grenfell	3,139 94	2,009	39,422 26	212 91	638	17,411 78	1,394 16	125 16	2 66	44 87	975 00	4 83	175 00
*d*Hague	538 53	35	1,307 15	5 18	5	90 75	25 35	3 53	.....	1 44	220 00	.....	20 00
Hanley	2,275 06	1,638	24,636 26	129 36	405	16,517 90	879 06	85 08	.....	9 39	405 00	3 00	75 00
*d*Herbert	572 05	96	4,771 56	17 87	15	457 60	134 08	13 11	.....	4 86	138 00	5 00	15 00
Heward	855 38	989	23,422 23	102 62	114	4,360 90	426 63	65 25	.....	9 21	190 00	3 00	20 00
*c*Humboldt	1,555 50	504	5,706 61	37 79	186	7,743 05	517 53	26 18	.....	6 01	416 95	0 41	56 25
Indian Head	7,023 21	1,572	31,609 28	196 93	842	23,563 33	2,515 06	96 99	.....	34 20	1,740 00	15 00	325 00
*b*Kamsack	543 15	28	701 07	3 75	13	703 35	35 30	1 92	.....	0 96	248 85	27 00	27 50
*c*Kenaston	231 88	38	422 54	2 39	1	79 48	3 00	1 17	.....	0 47	48 00	.....	5 00
*b*Kinistino	549 01	85	1,661 06	8 92	14	247 42	182 22	4 84	.....	3 71	150 00	.....	15 00
*b*Lang	510 79	81	2,787 28	11 01	11	240 10	115 00	7 93	.....	1 50	98 00	.....	10 00
Langenberg	894 25	465	15,934 13	66 59	145	4,419 17	225 24	49 16	.....	9 37	360 00	3 00	75 00
*b*Lebret	391 56	13	327 60	1 83	5	328 62	17 50	1 32	.....	0 90	120 00	.....	10 00
*c*Lemberg	1,094 73	105	1,603 00	9 68	11	234 55	277 62	4 55	.....	2 75	240 00	40 35	25 00
Lipton	1,047 81	1,004	24,514 11	122 37	182	6,518 79	726 14	78 08	.....	10 79	483 69	*g* 4 36	47 46
Lloydminster	2,014 75	755	19,070 15	97 95	343	10,698 56	656 10	85 30	.....	8 31	525 00	12 00	80 00
Lumsden	2,351 82	827	16,053 46	91 00	442	16,485 33	1,489 02	64 25	.....	22 21	730 00	44 00	150 00
McLean	609 66	141	3,062 85	18 28	28	921 48	177 30	8 54	.....	4 43	224 00	3 00	25 00
Macoun	945 78	925	9,227 58	57 34	230	5,169 07	423 02	35 39	.....	5 39	326 00	8 91	32 50

Manor	1,140 28	282	8,280 04	40 88	215	8,072 66	519 95	33 24		17 63	400 00	3 00	75 00
Maple Creek	3,060 17	1,715	34,592 72	219 38	450	12,254 62	1,208 81	112 21	7 41	39 40	*m*921 50	40 00	175 00
Melfort	1,810 44	1,184	19,632 93	105 68	388	12,650 90	715 57	71 96		4 55	504 00	32 00	100 00
*b*Midale	493 12	97	1,023 81	6 06	3	93 50	23 00	3 07		0 49	125 00		10 00
Milestone	2,151 85	2,803	35,140 67	197 54	535	17,596 17	682 57	124 70		6 30	508 00	2 91	100 00
Moose Jaw	12,708 32	4,904	113,911 01	720 83	1,916	47,384 09	4,771 66	348 25	11 60	95 24	2,940 00	30 00	550 00
Moosomin	6,058 48	1,010	24,053 66	143 05	1,285	29,725 57	5,713 65	82 11	5 93	65 16	1,678 33	70 00	325 00
*c*Mortlach	618 87	447	7,501 96	36 86	91	3,710 17	105 51	25 00		2 37	32 00	2 25	1 50
*c*Muenster	428 61	321	3,742 67	21 66	70	689 55	249 80	11 65		0 77	173 69	50 47	15 00
*b*Neudorf	468 88	45	999 81	4 73	7	97 15	61 80	2 74		0 96	114 00	11 17	10 00
*c*North Battleford	2,075 26	488	7,620 63	44 11	75	2,169 48	425 48	23 24		4 36	702 00	41 65	120 24
North Portal	610 56	807	24,105 71	103 70	228	4,266 95	410 95	69 29	10 70	3 46	256 00		20 00
Nutana	501 58	302	3,731 21	23 51	107	2,397 69	152 70	14 73		5 34	134 00	3 00	15 00
*b*Osage	393 77	39	976 27	4 39	7	268 00	42 55	3 11		1 22	60 00		5 00
*j*Osler	545 32	316	3,927 02	22 31	34	863 83	186 88	12 49		4 01	*k*324 00	6 25	30 00
Oxbow	2,056 79	2,258	46,757 41	229 28	414	10,528 30	991 95	132 96	3 45	18 33	620 00	10 00	125 00
Prince Albert	7,616 38	3,394	47,997 75	321 85	2,213	43,914 42	4,757 76	181 08	6 92	35 47	1,988 00	230 00	375 00
Qu'Appelle	1,294 38	1,115	25,822 32	142 27	366	11,038 13	670 53	86 72		12 70	556 00	70 00	100 00
*d*Quill Lake	421 78	110	2,258 45	10 73	30	986 08	78 90	6 71		1 15	44 67		
*f*Radisson	786 63	181	4,047 72	21 00	37	1,538 55	413 77	12 29		6 55	175 00	5 14	17 50
Redvers	944 77	1,386	42,032 05	175 77	223	6,180 98	514 49	122 90		12 71	320 00	5 00	35 00
Regina	37,510 53	5,604	99,884 54	705 75	10,574	234,801 16	44,736 63	81 18	13 43	26 40	*h*6,758 82	17 49	
Rocanville	625 72	395	9,130 86	45 55	37	758 66	412 45	25 12		7 18	264 00		30 00
Rosthern	3,380 40	1,504	36,522 86	188 54	551	17,118 83	1,642 73	126 96		37 21	980 00	13 50	200 00
Rouleau	1,380 77	1,300	36,947 77	162 71	281	9,109 86	471 14	115 15		17 85	384 00	3 00	75 00
Saltcoats	1,491 76	1,037	26,746 51	136 97	327	7,726 52	574 35	86 31	15 33	18 42	546 00	14 00	100 00
Saskatoon	9,985 76	3,339	45,307 90	297 71	2,035	67,067 62	3,218 12	206 99	25	45 57	1,976 24	320 00	372 24
Sedley	400 55										*		
Sheho	786 82	536	9,349 37	53 76	187	6,183 93	880 73	35 59		5 81	334 00	38 00	35 00
Sintaluta	1,526 34	954	19,949 60	112 23	134	3,633 69	519 18	56 96	4 06	22 19	500 00	24 82	100 00
South Qu'Appelle	2,684 64	1,798	25,512 15	161 46	375	8,905 45	903 20	78 19	3 31	17 07	820 00	200 00	175 00
*b*Star City	421 35	28	1,290 08	4 92	3	35 00	38 57	3 56		1 05	108 00	1 25	10 00
Stoughton	1,155 67	360	8,789 56	42 27	151	5,028 15	727 15	25 93		14 76	318 00		35 00
*c*Strasburg Station	990 61	362	4,706 91	28 33	39	1,237 50	486 78	14 52		2 92	27 73	1 00	
*c*Summerberry	426 63	71	810 65	4 95	6	338 45	75 15	2 28		1 91	162 00		15 00
Swift Current	2,133 69	1,460	30,645 01	176 90	409	14,585 63	619 88	101 52	9 67	9 75	*i*651 71	5 00	125 00
Tantallon	598 02	598	13,873 52	68 12	77	2,334 50	170 40	39 26		7 83	234 00	12 00	25 00
*b*Theodore	310 93	39	633 30	3 46	2	50 00	26 50	1 74		1 12	105 00		10 00
Tisdale	584 51	451	7,823 11	44 90	79	2,537 02	193 49	23 30		3 04	98 00	1 50	10 00
*b*Togo	575 75	49	1,056 53	5 40	5	134 79	41 15	2 90		0 83	117 22		5 00
*c*Tyvan	584 75	210	3,415 03	16 90	15	229 40	118 57	9 68		1 16	136 25		13 75
*c*Wadena	645 35	127	2,192 73	11 86	72	3,096 09	210 33	10 25		4 28	160 13	1 75	13 75
Wapella	2,012 73	862	28,842 50	136 86	365	10,203 64	1,180 63	86 11	3 92	41 83	697 00	40 00	125 00
*b*Watson	765 29	66	1,508 79	8 10	11	477 44	166 80	4 36		1 39	92 00		10 00
Wauchope	450 17	601	12,583 00	61 32	71	2,272 40	76 56	37 41		2 84	140 00	3 00	15 00

(*a*) Accounting from September 1, 1905. (*b*) Accounting from May 1, 1906. (*c*) Accounting from November 1, 1905. (*d*) Accounting from March 1, 1906. (*e*) Accounting from February 1, 1906. (*f*) Accounting from January 1, 1906. (*g*) Including $1.86 arrears. (*h*) Including commission on box rents for part of year. (*i*) Including $3.71 arrears of night duty. (*j*) Accounting from August 1, 1905. (*k*) Including $7.46 arrears night duty. (*l*) Including $80.42 arrears salary and $9.58 arrears rent. (*m*) Including $1.50 arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Saskatchewan—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welwyn Station	374 99	320	8,384 45	37 81	24	451 35	314 63	23 31	.....	5 69	138 00	18 00	15 00
Weyburn	4,157 81	2,071	52,550 39	236 32	751	22,476 48	2,947 71	172 80	.....	59 79	965 00	3 91	200 00
Whitewood	2,189 69	696	24,722 75	127 19	459	15,423 08	1,465 74	82 64	5 40	43 67	725 00	60 00	150 00
Wolseley	3,682 22	2,607	49,737 26	289 97	665	19,265 50	2,009 65	150 84	6 00	26 63	1,041 00	76 68	200 00
Yellow Grass	1,822 42	1,380	26,542 61	135 61	368	8,832 90	929 99	82 78	0 11	13 45	470 00	2 50	100 00
Yorkton	5,233 78	3,394	67,235 20	372 11	1,526	41,618 48	4,622 94	222 79	5 86	22 82	1,604 00	140 00	300 00
Non-accounting Post Offices	29,373 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,213 83	383 38	368 91
	235,383 05												
LESS—Value of Postage Stamps affixed to Postal Notes.	274 17												
Totals	235,108 88	103,116	2,061,006 87	11,004 46	40,163	1,083,098 87	121,685 33	6,378 68	145 46	1,317 37	66,989 28	3,128 13	8,281 18

PROVINCE OF ALBERTA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Airdrie	546 21	202	4,091 87	19 66	67	2,481 45	210 35	14 02	.....	3 27	168 00	.....	15 00
Banff	3,430 28	2,263	31,831 12	215 09	294	6,959 19	1,158 69	92 90	24 17	13 53	868 00	*b*24 25	175 00
Bankhead	1,262 74	2,628	65,680 67	444 49	163	3,659 35	346 31	182 78	81 00	10 75	504 00	.....	100 00
Bentley	263 10	153	2,564 21	13 84	90	2,698 10	139 90	11 89	.....	5 49	76 00	.....	5 00
Blackfalds	597 98	421	5,534 80	32 40	93	1,447 54	437 92	16 93	.....	8 66	270 00	.....	30 00
Bowden	767 50	812	10,385 39	59 68	299	5,684 13	453 85	36 92	.....	7 83	290 00	4 36	30 00
Calgary	53,408 73	15,055	233,505 89	1,637 74	9,038	186,817 21	35,709 29	238 94	25 69	262 58	*a*11,829 25	293 32	.....
*d*Camrose	1,230 02	587	7,184 64	43 31	73	2,199 91	442 29	23 02	.....	7 64	470 84	29 82	66 83
Canmore	1,109 90	1,949	59,481 30	414 05	107	2,628 50	241 65	165 20	57 79	9 96	389 67	.....	35 00
Cardston	1,817 70	2,778	33,603 45	197 67	289	6,489 22	447 65	99 09	.....	4 14	595 00	50 00	125 00
Carstairs	1,721 24	539	8,782 16	50 02	277	7,847 14	713 98	24 42	.....	23 22	470 00	26 38	100 00
*d*Cayley	387 72	191	2,378 32	12 96	23	313 22	131 40	6 55	.....	2 61	148 00	.....	15 00
Claresholm	2,523 48	1,848	15,204 57	106 11	491	15,213 20	476 46	70 53	.....	8 97	579 50	32 00	112 50
Cochrane	985 32	422	8,636 24	60 78	209	5,938 57	261 38	31 80	.....	12 78	360 00	8 00	75 00
*c*Content	354 02	133	1,705 14	9 89	12	381 00	44 43	4 79	.....	1 27	106 00	.....	10 00
Cowley	960 75	994	14,400 87	106 42	158	4,523 26	235 61	42 14	.....	5 39	405 00	20 00	75 00
Crossfield	876 51	531	7,117 28	39 93	155	3,442 78	381 83	22 07	.....	7 53	304 00	.....	30 00
Didsbury	2,351 17	1,576	25,043 09	133 59	626	20,129 93	1,003 49	93 67	.....	40 84	624 00	28 07	125 00
Duhamel	75 89	168	4,164 15	18 49	85	4,675 07	67 10	22 93	.....	1 35	95 00	.....	7 50
Edmonton	25,494 03	6,299	96,461 66	650 96	5,666	121,609 48	18,940 76	300 71	10 02	72 19	4,655 75	414 16	737 89
Fort Saskatchewan	2,657 22	1,446	31,465 85	162 60	376	11,571 72	1,320 81	98 21	.....	22 62	674 00	210 00	125 00
Frank	2,840 30	2,630	62,884 17	514 87	310	8,091 25	721 30	180 32	1 20	4 95	623 00	1 25	125 00
Gleichen	1,099 83	371	8,670 18	57 58	131	2,677 78	219 05	26 55	.....	11 45	368 00	5 00	75 00
High River	3,888 64	2,815	38,652 45	222 59	681	19,155 44	998 53	136 14	.....	26 66	798 00	12 00	150 00

a Including commission on box rents for part of year. *b* Including $4.25 arrears. *c* Accounting from March 1, 1906. *d* Accounting from January 1, 1906.

STATEMENT showing the Accounting Offices in operation, &c., in Alberta—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	– cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Innisfail	2,965 39	668	12,646 11	71 38	735	19,875 90	1,290 63	58 90	.....	47 00	845 00	50 00	175 00
Irvine	511 17	86	3,035 35	14 55	96	3,516 02	221 13	14 77	.....	14 78	226 00	24 00	25 00
Lacombe	4,846 99	2,440	51,813 12	269 51	1,216	34,443 60	2,945 27	198 12	8 25	58 93	1,200 00	200 00	225 00
Lamerton	459 55	334	5,336 29	28 01	111	3,467 28	197 15	21 45	.....	9 98	175 00	18 25	15 00
*b*Leavings	592 25	82	783 31	5 19	7	117 65	50 90	2 28	.....	1 02	135 00	8 00	15 00
Leduc	1,522 17	894	10,265 61	65 87	505	9,962 29	861 26	36 98	.....	12 10	512 00	18 00	100 00
Lethbridge	9,042 80	4,268	86,026 03	686 01	2,107	48,593 88	4,281 39	274 85	74 99	52 85	2,354 00	550 00	425 00
Macleod	4,120 80	1,909	30,933 96	194 69	774	15,212 18	1,777 80	98 44	3 84	31 86	1,240 00	240 00	225 00
Magrath	799 16	1,400	19,407 53	112 23	170	3,992 26	132 95	60 76	.....	3 92	312 00	.....	35 00
Medicine Hat	7,476 84	3,079	61,418 48	381 81	961	21,472 10	2,930 91	181 61	37 16	63 95	1,966 00	16 00	375 00
*c*Midnapore	348 83	2	103 15	0 40	.....	.....	5 00	0 29	.....	0 61	88 00	.....	5 00
Millarville	664 68	41	838 11	6 41	35	628 11	22 60	3 83	.....	1 67	277 00	.....	27 50
Millet	465 81	828	8,520 52	51 45	126	1,802 87	303 70	26 28	.....	3 50	165 00	4 83	15 00
*d*Morningside	290 97	229	3,048 56	16 77	44	805 37	330 79	8 66	.....	4 38	108 00	3 00	10 00
Nanton	2,418 41	1,206	17,423 39	96 73	478	12,497 68	822 54	65 85	.....	26 12	596 00	10 00	125 00
*e*New Norway	110 71	238	2,284 98	13 92	9	199 25	45 18	6 45	.....	1 05	46 00	.....	5 00
Okotoks	2,075 75	1,184	19,451 48	108 56	382	7,698 01	765 45	59 30	.....	21 44	578 00	6 00	125 00
Olds	2,716 13	3,178	32,651 32	204 30	656	19,596 40	1,431 81	121 63	.....	15 69	752 00	33 00	150 00
Penhold	464 90	189	2,876 76	14 84	48	948 31	137 00	9 39	.....	4 62	210 00	22 00	20 00
Pincher Creek	3,119 82	2,902	46,019 32	276 35	520	12,775 51	937 53	137 35	.....	41 22	901 00	20 00	175 00
Ponoka	1,880 63	2,864	26,688 88	167 96	532	11,808 05	1,175 00	91 11	.....	12 97	605 00	18 00	125 00
Raymond	1,657 61	2,559	27,937 51	178 36	436	8,149 01	290 32	80 13	.....	2 25	590 00	.....	125 00
Red Deer	5,747 68	2,932	44,459 17	262 02	1,723	50,948 43	3,851 03	177 85	3 67	45 16	1,415 00	20 00	275 00
*f*Red Willow	515 91	234	3,079 03	16 44	58	1,690 97	253 30	9 42	.....	3 46	160 00	5 41	15 00
Rosenroll	133 14	101	1,737 36	9 02	15	326 74	77 51	5 46	.....	1 37	84 00	12 00	5 00
St. Albert	454 99	476	9,899 42	48 99	108	3,216 94	309 60	28 79	.....	3 30	172 00	40 00	15 00
Staveley	1,007 02	533	4,812 16	30 31	123	5,645 60	466 25	24 23	.....	5 20	286 00	.....	30 00
*g*Stirling	120 61	131	1,751 48	11 44	8	113 05	28 80	5 00	.....	3 38	142 00	24 00	15 00
Strathcona	5,005 70	1,804	35,425 91	206 71	839	19,931 00	1,908 92	118 75	2 22	40 05	1,220 00	18 00	225 00
*b*Vegreville	322 01	220	2,762 93	16 94	25	579 98	270 10	8 29	.....	2 99	.....	.....	.....
*b*Vermilion	908 78	126	2,301 46	13 56	32	1,206 90	76 10	8 07	.....	3 04	122 50	.....	12 50

Wetaskawin	6,541 14	1,918	40,133 56	196 88	1,545	41,400 96	3,761 81	173 89	3 60	65 22	1,733 50	190 00	325 00
Non-accounting Post Offices	25,065 53										10,232 62	494 48	440 90
	205,924 16												
Less—Value of Postage Stamps affixed to Postal Notes	239 17												
Totals	205,684 99	83,857	1,395,301 72	9,001 83	34,037	819,256 74	97,063 96	4,060 70	333 60	1,180 76	55,119 63	3,193 58	6,225 62

a Including 25c. arrears. *b* Accounting from April 1, 1906. *c* Accounting from May 1, 1906. *d* Accounting from November 1, 1905. *e* Accounting from August 1, 1905. *f* Accounting from December 1, 1905. *g* Accounting from January 1, 1906.

APPENDIX C—*Continued.*

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbotsford	453 75	341	10,280 68	45 67	210	3,276 02	191 90	33 38	2 20	6 03	180 00	26 00	20 00
Agassiz	864 06	746	9,023 57	58 76	127	2,777 08	436 15	27 07	5 09	3 49	320 00		75 00
Ainsworth	255 85	250	4,553 12	33 34	28	661 20	170 05	12 52		2 71	110 00		7 50
Alberni	446 21	416	5,624 06	38 36	234	4,675 50	576 55	19 09	2 95	11 41	*c*240 00	3 00	20 00
Aldergrove	109 99	110	1,093 91	8 30	21	1,065 78	50 20	3 28		1 70	46 00		5 00
Alert Bay	186 66	60	1,460 48	6 99	17	594 65	94 65	4 30		0 91	98 00	6 00	7 50
Anaconda	206 05	123	3,517 40	19 46	18	308 42	183 15	9 65		4 66	70 00		5 00
Armstrong	1,906 65	1,136	18,791 15	107 71	228	4,630 20	760 94	55 88	1 52	15 51	590 00	12 60	125 00
Arrowhead	1,544 74	1,651	29,098 55	188 93	148	3,616 68	536 87	81 44	7 17	7 25	480 00		100 00
Ashcroft	2,058 41	1,035	17,108 73	109 97	517	16,932 14	1,926 06	52 51	6 29	27 58	750 00	460 00	150 00
Atlin	1,090 22	2,167	90,640 89	357 56	213	8,377 69	185 52				*a*		
Bamfield	380 09	107	2,853 95	19 74	2	13 00	21 00	7 84		3 83	130 00		10 00
Barkerville	464 21	382	14,185 18	66 27	52	1,345 54	350 61	39 71	4 25	6 73	238 00		25 00
Barnet	420 61	684	17,421 52	152 18	15	384 48	20 60	48 42		1 08	165 00		15 00
*d*Beaton	219 59	11	223 70	1 43			1 50	0 61		0 19	24 00	7 50	2 50
Beaumont	612 69	610	6,598 53	69 47	71	2,224 50	71 80	22 86		3 09	280 00		30 00
Bella Bella	168 87										92 09		10 00
Bella Coola	112 40	224	5,076 65	22 61	15	394 68	22 50	14 62		0 99	52 00		5 00
Boundary Falls	244 88	279	5,886 25	30 21	26	571 90	103 98	16 89		2 50	110 00		10 00
Bullion	107 65	118	4,669 62	33 06	4	52 25	25 60	12 84		1 62	72 50		5 00
Camborne	456 64	536	15,397 24	71 67	77	1,417 42	316 25	43 82	3 53	12 94	260 00		25 00
*c*Carbonado	406 47	818	24,976 41	191 68	42	754 14	97 00	69 28		5 28	306 01		46 40
Cascade	318 93	573	8,760 64	58 64	56	1,409 84	88 94	26 38		3 02	130 00		10 00
Central Park	240 48	55	526 85	4 11	39	621 72	117 50	2 19		2 33	85 00		5 00
Chemainus	1,311 04	2,028	35,315 41	213 93	259	4,847 39	221 05	99 10	11 27	2 19	455 00	14 00	75 00
Chilliwack	2,751 39	1,231	29,061 55	142 85	600	17,424 70	1,390 95	88 35	14 96	24 17	760 00	58 00	150 00
Clayoquot	271 76	376	5,536 99	31 99	39	1,075 81	112 40	15 99		2 24	80 00		5 00

Clinton	680 53	293	11,391 20	48 08	57	1,778 05	400 22	32 47	0 57	8 22	300 00	20 00	75 00
Cloverdale	390 08	292	6,001 18	39 93	147	2,218 23	485 85	18 09	.....	4 87	140 00	22 00	15 00
Coal Creek	693 43	1,833	30,682 27	261 30	41	681 58	27 80	84 82	.....	3 94	255 00	. ...	25 00
Cobble Hill	206 95	181	1,757 67	12 55	41	851 63	124 90	5 27	.....	1 47	84 00	.....	5 00
Columbia	292 58	872	11,049 58	74 57	104	1,721 93	211 85	31 05	.....	2 69	160 00	.....	15 00
Comaplix	545 00	744	17,208 67	98 96	25	523 32	52 00	47 55	.....	5 34	165 00	.....	15 00
Comox	300 33	653	10,089 72	56 90	58	1,665 27	27 50	31 50	7 61	4 02	195 00	10 00	20 00
Corfield	96 55	75	1,251 38	12 16	17	284 98	32 90	3 86	.....	1 30	47 00	.....	2 50
Courtenay	275 83	773	12,102 48	70 96	65	984 56	68 10	33 60	0 03	1 75	88 00	.....	5 00
Coutlee	199 49	141	2,940 00	19 67	21	478 41	79 11	8 28	.....	3 82	70 00	6 00	5 00
Cranbrook	8,569 55	4,891	101,647 46	719 71	1,695	39,559 61	3,569 01	285 14	12 61	26 43	2,305 00	68 00	425 00
Creston	514 26	471	11,472 45	72 95	68	1,656 84	240 70	33 15	.....	2 80	135 00	.....	15 00
Crofton	708 66	624	11,076 73	63 68	88	2,073 02	21 40	32 11	.....	4 00	217 00	.....	20 00
Cumberland	1,904 91	4,110	81,186 61	450 17	494	10,705 42	550 83	226 83	40 49	3 06	681 00	.....	125 00
f Dewdney	205 14	119	2,393 55	12 77	41	1,237 86	172 15	13 22	.....	6 26	92 00	2 50	10 00
g Discovery	296 78	342	12,813 25	49 64	1	5 68	5 70	.....	.....	.....	*a*	.....	.....
Duncan's Station	2,132 20	1,872	26,167 37	182 09	611	12,530 62	970 18	81 51	14 03	15 44	670 00	70 00	125 00
Eburne	386 67	193	2,691 00	17 22	59	1,380 59	250 10	8 68	.....	2 19	170 00	.....	15 00
Eholt	416 17	776	14,925 14	95 91	30	746 85	154 10	41 77	.....	4 46	260 00	45 00	25 00
Enderby	1,996 30	615	11,171 59	69 75	240	5,922 31	953 56	34 17	0 87	15 80	610 00	.....	125 00
Erie	247 73	569	12,010 92	67 74	49	1,183 61	66 38	34 57	.....	2 10	100 00	.....	10 00
Esquimalt	737 27	366	3,827 27	43 16	49	755 00	33 29	12 39	.....	0 54	484 00	.....	87 50
Fairview	536 57	442	6,716 36	38 36	190	4,501 29	1,057 84	20 45	0 01	8 46	304 00	.....	30 00
Ferguson	302 22	879	9,577 85	59 52	44	945 64	154 23	26 56	.....	1 06	318 00	.....	30 00
Fernie	6,613 98	5,846	159,359 07	1,289 71	1,118	31,896 04	1,904 27	458 90	192 39	28 96	1,730 00	60 00	325 00
Field	947 91	423	12,048 37	100 07	56	1,449 62	210 29	34 48	6 18	6 22	355 00	.....	40 00
Fort Steele	402 56	329	5,877 43	34 54	95	2,512 46	236 62	17 03	2 75	5 51	310 00	5 00	50 00
Golden	2,235 46	1,178	27,709 04	186 82	293	5,212 07	1,038 41	79 40	5 16	22 98	738 50	75 00	150 00
Grand Forks	4,039 32	2,156	47,363 30	296 39	1,235	40,818 84	1,897 35	207 26	32 43	65 98	1,290 00	40 00	250 00
Greenwood	4,012 82	3,400	64,408 41	422 05	790	15,417 04	1,896 28	191 69	30 13	25 96	1,180 00	12 00	250 00
Halcyon Hot Springs	153 13	72	1,085 95	5 84	28	622 63	108 69	3 02	2 45	96	80 00	.....	5 00
Harrison Hot Springs	545 86	118	2,172 36	12 03	41	972 50	162 40	6 60	.....	98	244 00	.....	25 00
Harrison River	208 09	238	3,223 98	18 47	26	341 98	89 35	9 12	.....	1 05	203 00	.....	20 00
Hatzic	206 06	221	1,630 90	12 11	49	581 77	248 00	4 72	.....	1 99	95 00	.....	10 00
Hedley	1,197 63	796	20,168 22	105 60	152	4,438 42	627 97	59 00	.....	26 65	380 00	.....	75 00
Heriot Bay	133 74	227	3,754 61	19 19	62	1,377 04	57 00	11 93	.....	2 05	55 00	.....	5 00
Hope	168 71	39	1,392 85	5 87	40	1,581 11	106 01	5 30	.....	4 80	50 00	.....	5 00
Illicillewaet	157 12	90	2,996 25	20 83	8	217 67	21 74	8 35	.....	1 88	80 00	.....	5 00
Kamloops	7,358 08	2,122	35,479 68	232 23	1,311	27,424 98	6,370 80	116 70	7 91	32 53	*b* 2,157 34	60 00	.....
Kaslo	2,044 99	1,266	23,484 07	123 18	610	10,214 01	1,380 45	73 27	8 12	17 10	730 00	72 68	150 00
Kelowna	2,420 38	1,522	26,784 95	167 69	378	12,137 47	1,597 64	84 01	1 88	32 58	660 00	.....	125 00
Keremeos	357 34	402	10,201 22	45 64	46	1,466 75	207 10	28 11	.....	5 23	105 00	.....	10 00
Kimberley	343 82	929	20,055 24	95 55	31	438 31	46 55	55 30	.....	4 69	80 00	.....	5 00
Lac la Hache	211 03	57	1,291 38	6 53	3	98 50	18 74	3 74	.....	1 37	108 00	.....	10 00
Ladner	1,481 81	968	22,388 81	126 15	337	9,299 27	685 74	68 00	1 12	18 42	525 00	4 00	100 00
Ladysmith	2,441 99	4,726	73,042 80	491 99	823	14,009 49	790 70	211 92	63 55	1 98	850 00	.....	175 00
Langley	347 75	714	8,714 72	54 29	137	2,290 26	360 10	24 99	11	2 88	150 00	20 00	15 00
Lillooet	471 42	446	9,758 36	50 22	131	8,828 48	393 22	48 24	13	6 98	230 00	3 00	25 00

a Salary, &c. entered in Auditor General's report. *b* Including commision on box rents. *c* Including $10 arrears of night duty. *d* Non-accounting from October 1, 1905. *e* Closed June 1, 1906. *f* Accounting from August 1, 1905. *g* Accounting from January 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lower Nicola	224 35	81	2,826 65	14 48	24	389 90	33 64	8 09	.....	5 96	70 00	.....	5 00
Lytton	557 28	742	11,771 35	72 47	78	1,350 76	255 65	33 53	7 50	5 57	239 50	20 00	25 00
*k*Malakwa	102 05	126	2,022 33	12 08	8	45 52	157 15	5 61	.....	2 47	58 00	.....	5 00
Marysville	694 81	1,112	30,510 45	217 52	71	1,280 06	189 00	84 63	29 07	8 61	225 00	.....	25 00
Matsqui	314 23	488	6,416 97	40 76	43	1,189 35	28 45	19 09	.....	1 84	85 00	.....	5 00
Mayne	238 74	236	2,951 13	19 53	101	2,556 44	95 20	9 26	.....	4 12	110 00	.....	*e*15 00
Michel	1,562 07	3,216	93,022 79	692 76	244	6,926 77	438 65	264 06	148 12	10 05	397 50	3 00	112 50
Midway	1,751 84	2,435	82,481 40	494 72	230	5,540 69	350 49	233 55	10 79	9 05	320 00	90 00	57 50
Mission City	970 54	848	12,279 26	77 62	258	5,444 13	818 54	38 07	6 81	11 29	385 00	20 00	75 00
*f*Morrissey	129 35	18	375 90	2 05	6	80 54	26 75	1 11	.....	0 45	139 00	.....	12 50
*g*Morrissey Mines	54 77	105	3,431 31	15 72	9	301 59	24 75	9 69	.....	0 96	51 57	.....	3 96
Mount Sicker	382 31	803	19,134 17	90 68	59	910 54	175 80	52 98	.....	3 73	260 54	.....	25 00
Moyie	1,518 79	3,262	65,697 42	340 57	214	4,127 93	451 09	184 63	18 54	11 92	525 00	.....	100 00
Nakusp	885 97	406	11,750 17	68 82	80	2,146 30	300 59	32 74	.....	15 57	315 00	17 33	35 00
Nanaimo	7,408 65	6,656	77,899 40	543 84	2,778	63,339 38	2,680 37	248 84	119 14	11 09	*a*2,568 62	680 00	.....
Nelson	18,123 84	2,912	69,903 53	568 02	4,257	86,652 42	10,499 55	228 03	45 15	51 88	*a*4,907 74	500 00	.....
New Denver	917 82	848	12,050 70	84 15	174	3,816 17	439 35	34 18	18 60	12 70	414 00	.....	75 00
New Westminster	14,148 14	4,465	87,506 50	648 53	3,672	77,947 57	9,560 57	281 44	42 74	53 16	*a*3,712 54	200 00	.....
Nicola	596 69	512	8,572 72	48 23	77	2,177 30	512 43	25 03	0 89	11 60	184 00	34 00	20 00
North Bend	390 55	115	2,970 80	21 18	35	757 12	109 60	8 51	4 95	5 60	142 00	.....	15 00
North Vancouver	759 53	220	3,049 61	21 37	74	1,744 80	134 05	10 32	.....	2 92	140 00	.....	15 00
*k*Notch Hill	283 93	47	2,215 14	10 47	1	13 25	9 50	6 09	.....	0 49	90 00	.....	10 00
*h*150 Mile House	431 88	148	3,369 90	17 63	16	397 38	79 54	9 53	.....	1 51	252 00	90 00	25 00
Palliser	394 56	68	1,928 14	14 70	19	462 92	41 57	5 69	.....	3 58	125 00	.....	10 00
Peachland	641 93	163	3,630 03	17 27	126	3,875 78	644 60	12 11	.....	19 53	235 00	3 00	25 00
*l*Penticton	1,184 02	266	4,686 31	24 65	57	2,033 66	601 80	13 17	.....	5 52	360 00	240 00	50 00
Phœnix	2,536 20	3,750	68,216 80	465 70	508	8,078 87	939 28	198 77	37 65	10 96	820 00	12 26	150 00
*m*Pilot Bay	92 66	33	734 11	4 74	2	4 75	23 75	2 02	.....	0 53	27 50	.....	.....
Port Essington	680 09	945	28,702 86	144 02	106	5,483 21	113 43	83 65	0 12	4 09	305 00	30 00	30 00
Port Hammond	984 57	690	7,373 24	51 77	226	4,663 44	720 55	23 20	5 55	5 61	380 00	.....	75 00
Port Haney	333 26	68	1,554 08	8 04	103	2,211 49	267 65	6 01	.....	5 32	140 00	5 00	15 00
Port Moody	777 69	503	15,219 70	114 71	65	1,883 19	120 53	42 29	.....	3 58	258 00	.....	27 50

Port Simpson	463 02	550	12,857 62	64 07	120	4,379 95	236 46	38 13		2 91	174 00			15 00
Princeton	786 66	204	5,680 38	28 14	213	5,037 20	893 39	19 29		10 03	190 00			20 00
Quesnel	403 39	519	9,446 99	55 13	40	1,527 29	187 21	26 48	0 28	4 91	200 00	9 00		20 00
Revelstoke	6,835 23	2,608	59,741 26	398 57	1,139	24,219 22	4,043 89	175 07	35 94	34 68	1,842 63	455 00		350 00
Rock Bay	273 88	199	4,804 45	26 33	5	306 00	35 35	13 20		1 92	98 00			10 00
Roger's Pass	422 82	280	7,371 39	49 73	15	413 72	95 45	20 44		2 55	140 00			15 00
Rossland	9,416 49	2,920	75,588 83	528 23	2,173	41,073 09	3,721 36	260 55	60 72	57 44	a3,229 58	136 00		
Ruskin	163 00	152	1,894 20	11 24	20	451 31	410 77	5 55		2 75	80 00			5 00
Salmo	345 02	693	25,837 12	118 84	19	276 14	129 35	71 42		3 83	150 00			15 00
Salmon Arm	793 37	432	6,526 05	39 61	125	3,142 82	422 40	19 75		8 53	295 00	4 00		30 00
Salt Spring Island	397 67	353	8,324 03	42 64	139	2,959 05	125 03	27 39		2 90	260 00			25 00
Sandon	1,019 73	1,090	25,276 93	143 96	271	4,776 86	620 62	74 17	6 90	4 52	552 50	12 00		100 00
Sapperton	825 95	494	8,761 24	77 09	180	3,783 70	697 63	27 58		0 59	300 00			30 00
Sardis	457 92	431	6,966 69	36 98	89	2,142 22	169 00	21 09		9 20	160 00	3 66		15 00
*m*Sidley	390 89	22	673 97	2 98			32 00	1 85		0 69	114 00	26 00		10 00
Sidney	309 24	341	5,449 33	29 71	59	1,238 67	87 00	15 47		2 34	150 00			15 00
Silverton	344 27	535	7,416 27	51 16	56	971 46	60 64	20 71		3 08	180 00			15 00
Slocan	670 89	985	10,271 94	69 61	171	3,321 03	383 36	30 98	13 62	5 41	390 00			75 00
Soda Creek	99 29	252	4,006 84	20 83	17	432 57	38 36	11 20		2 08	100 00	12 00		5 00
South Salt Spring	146 43	221	3,723 51	19 53	66	1,534 52	79 50	10 37		4 40	65 00			5 00
Spence's Bridge	818 39	645	18,726 80	110 01	73	1,252 24	355 52	51 96	6 72	6 48	125 00	75 83		10 00
Steveston	1,119 69	2,002	105,899 18	981 49	263	9,846 88	278 80	312 65		6 84	447 50			87 50
Summerland	976 24	186	7,199 54	38 25	168	6,505 54	524 91	23 12		22 30	320 00			35 00
Three Forks	201 37	309	6,578 66	36 86	27	533 98	83 67	18 37		1 99	106 00			10 00
*k*Three Valley	356 87	68	2,029 65	12 92	1	47 00	23 25	5 58		0 27	22 91			
Trail	2,223 44	2,406	56,054 72	382 57	296	4,100 30	550 41	160 99	25 07	16 85	700 00			150 00
Trout Lake	633 99	498	6,151 70	39 13	152	2,999 38	376 30	19 07		11 07	345 00			35 00
Union Bay	312 70	974	27,118 66	127 82	58	2,211 17	49 55	75 93		0 74	101 50			10 00
Vananda	423 51	1,336	19,665 43	106 34	59	1,297 51	147 75	54 96	9 61	2 39	205 00			20 00
Vancouver—	*121,083 57													
(*Divided as follows):														
Head Office	107,480 06	24,442	587,197 86	4,989 35	26,088	693,520 68	57,904 92			c162 92	*b*			
*i*Cedar Cove	756 50	31	664 90	6 37	7	216 52	30 25	1 78		0 72	282 00			30 00
Mount Pleasant	2,967 68	1,587	19,476 85	134 99	208	4,016 71	801 75	56 64	0 25	13 08	965 00	*d*3 25		200 00
Sub-office No. 1	670 15	77	727 80	7 22	3	37 99	61 85	2 08		2 93	60 00			
" No. 7	487 77	271	2,465 30	18 65	3	17 94	5 00	6 77		2 01	60 00			
Vancouver East End	6,750 32	3,139	42,414 27	344 90	58	1,098 90	512 00	117 23		9 86	100 00			
" West End	1,305 27	312	2,838 10	23 67	18	222 75	4 50	8 27		1 43	60 00			
West Fairview	665 82	252	2,162 14	16 89	13	340 36	2 75	5 98		3 48	93 33			7 93
Vernon	5,350 46	1,819	27,528 93	210 45	924	22,937 94	4,350 02	92 27	11 52	28 99	1,535 00	38 00		300 00
Victoria—	†61,466 75													
(†Divided as follows):														
Head Office	60,846 21	15,710	205,776 15	1,692 01	16,153	376,132 76	28,121 88			c52 72	*b*			
Maywood	104 54										32 80			
Victoria West	516 00	331	5,129 95	35 54	86	1,402 56	87 65	16 32		2 99	180 00			
*k*Waneta	250 57	27	933 45	5 01	11	112 50	28 30	2 57		0 82	122 00			10 00

a Including commission on box rents. *b* Salary, &c. entered in Auditor General's report. *c* Commission to non-accounting offices, &c. *d* Including 25 cents arrears. *e* Including $5 arrears. *f* Non-accounting from February 1, 1906. *k* Closed January 1, 1906. *h* Non-accounting from January 1 to March 1, 1906. *i* Accounting from March 1, 1906. *j* Accounting from August 1, 1905. *k* Accounting from April 1, 1906. *l* Accounting from January 1, 1906. *m* Accounting from May 1, 1906.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Wardner	700 89	911	16,715 53	109 26	57	1,125 88	100 35	47 29		3 57	290 00		30 00
Wellington	154 14	206	1,644 13	13 95	121	2,900 10	132 85	7 04	0 25	1 00	111 40		10 00
a Whitewater	188 32	102	2,490 30	14 73	8	363 35	2 00	7 29	0 82	0 96	56 00		3 75
Whonnock	285 74	286	3,217 58	21 80	67	1,915 26	103 19	9 53	2 06	4 22	120 00		10 00
Wilmer	389 31	893	8,227 59	57 99	59	1,329 62	116 36	23 91	0 05	1 30	175 00		17 50
Windermere	140 65	173	2,053 83	12 52	12	100 95	111 68	5 64		2 02	120 00	10 00	10 00
Yale	419 83	130	2,107 24	12 28	130	2,876 97	301 27	6 79		4 51	225 00		25 00
Ymir	852 70	1,368	22,977 39	122 92	189	3,610 52	251 53	65 22		3 05	451 00		87 50
Non-accounting Post Offices	23,981 45										11,306 73	170 75	458 27
	385,715 34												
LESS—Value of Postage Stamps affixed to Postal Notes	449 18												
Totals	385,266 16	175,943	3,605,314 24	25,114 70	79,043	1,910,386 04	176,971 74	8,078 00	1,159 19	1,441 13	72,190 74	4,081 76	7,375 31

a. Closed December 1, 1905.

YUKON.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1906.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bonanza	735 54	1,703	70,990 48	527 72	78	3,800 09	51 60						
Carcross	498 98	833	33,482 26	247 70	97	5,269 56	107 85						
Dawson	10,686 93	8,569	430,789 22	3,177 75	1,209	56,214 98	1,130 91						
Dominion	317 56	169	6,506 20	51 98	10	370 50	5 60						
Gold Run	134 95	186	8,054 43	59 86	4	60 33	10 00						
Granville	329 60	787	42,567 29	317 86	57	4,031 30	47 50						
Hunker	270 33	575	23,382 25	170 44	25	1,270 45	20 30						
Paris	114 20												
Sulphur	249 63	334	16,785 64	121 80	30	1,461 42	86 85	*					
White Horse	2,744 82	2,098	60,790 60	516 05	354	10,217 63	584 25						
Non-accounting Post Offices	230 95												
	16,313 49												
LESS—Value of Postage Stamps affixed to Postal Notes	18 33												
Totals	16,295 16	15,254	693,348 37	5,191 16	1,864	82,696 26	2,043 66						
Dead Letter Offic Ottawa	452 33												
High Commissioner's Office, London, Eng.	19 46												

*Salary, &c., entered in Auditor General's report.

APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the Year ended June 30, 1906.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
ABBOTT'S Corners	Missisquoi, Q	87 42	36 00		
Abenakis	Dorchester, Q	55 19	25 00		
Abenakis Springs	Yamaska, Q	270 50	78 00		5 00
Aberarder	Lambton, W. R., O	67 68	30 00		
Abercrombie	Pictou, N.S	19 00	25 00		
Aberdeen	Grey, S. R., O	40 00	27 50		
Aberdeen	Inverness, N.S	16 25	*a*31 00		
Aberdeen	Humboldt, Sask	277 56	*b*50 81		
Aberdour	Bruce, N. R., O	50 95	40 00		
Abigail	Souris, M	11 53	25 00		
Abram River	Yarmouth, N.S	23 00	25 00		
Abrams Village	Prince, P.E.I	59 00	25 00	3 00	
Acacia	Norfolk, O	31 70	25 00		
Acaciaville	Digby, N.S	123 66	50 00		5 00
Acadie	Kent, N. B	59 92	30 00	5 00	
Acadie Siding	Kent, N. B	64 70	33 00	12 00	
Achill	Simcoe, S.R., O	29 30	25 00		
Achosnach	Inverness, N.S	24 20	25 00		
Acton	York, N. B	9 00	25 00		
Acton's Corners	Grenville, O	43 00	25 00		
Adair	Qu'Appelle, Sask	83 65	38 00		
Adamsville	Bruce, N.R., O	27 93	25 00		
Adamsville	Brome, Q	171 62	75 00		5 00
Adamsville	Kent, N.B	92 90	40 00		
Adderley	Mégantic, Q	18 02	25 00		
Addingham	Portage la Prairie, M	26 50	30 00		
Addington Forks	Antigonishe, N.S	9 00	25 00		
Adelaide	Middlesex, N. R., O	161 15	76 00		5 00
Adelaide	City of Vancouver, B.C	470 85	56 50		5 00
Adelphi	Yale & Cariboo, B.C	134 13	54 00		5 00
Admaston	Renfrew, S.R., O	86 83	44 00		
Admiral Rock	Hants, N.S	15 00	25 00		
Aetna	Alta., Alta	35 00	28 50		
Afton	Antigonishe, N.S	122 82	64 00	14 00	5 00
Afton Road	Queen's, P.E.I	3 00	25 00		
Afton Station	Antigonishe, N.S	20 00	25 00		
Agricola	Edmonton, Alta	50 97	36 00		
†Aguanish	Chicoutimi & Sag., Q	5 00	25 00		
Ahmic Lake	Parry Sd., O	36 18	25 00		
Ahuntsic	Laval, Q	148 18	44 00	6 00	
Aikenside	Brandon, M	64 97	28 00		
Ainslie Glen	Inverness, N.S	34 00	25 00		

† Winter office. *a* Including $6. night allowance. *b* Including $10.81 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Aird	Missisquoi Q	24 98	25 00		
Airlie	Dufferin O	38 50	25 00		
Air Line Junction	Welland O	62 00	25 00		
Aitkin's Ferry	King's P.E.I	124 70	50 00		5 00
Akerly	Sunbury & Queen's N.B	12 50	25 00		
Alain	Bonaventure Q	12 50	25 00		
Alaindale	Lotbiniere Q	22 11	25 00		
Alba	Inverness N.S	17 00	25 00		
Alba	Renfrew, N. R O	27 52	25 00		
Albanel	Chicoutimi & Saguenay Q	107 93	48 00		5 00
Albany	Prince P.E.I.	168 05	70 00	40 00	5 00
Albany Cross	Annapolis N.S	29 00	25 00		
Alberry Plains	Queen's P.E.I.	19 77	25 00		
Albert	Hastings, E.R. O	25 98	25 00		
Albert Bridge	South Cape Breton N.S.	40 93	25 00		
Albert Canyon	Kootenay B.C.	88 45	35 00		
Albertine	Victoria N.B	67 50	30 00		
Albert Mines	King's & Albert N.B	160 38	60 00		5 00
Albert Mines	Sherbrooke Q	175 00	68 00		5 00
Alberton	Wentworth O	240 75	90 00		10 00
Albion	King's P.E.I.	25 59	25 00		
Albuna	Essex, S.R. O	25 86	25 00		
Albury	Prince Edward O	14 23	25 00		
Alcester	Souris M	19 69	25 00		
Aldboro'	Elgin, W.R. O	70 69	32 00		
Alder	York, N.R. O	12 36	25 00		
Alderdale	Nipissing O	41 41	25 00		
Aldermere	Comox-Atlin B.C.	25 04	25 00		
Alder Point	N. Cape Breton & Vic. N.S	48 14	25 00		
Alder River	Guysborough N.S	9 00	25 00		
Aldershot	Wentworth O	217 13	84 00		5 00
Aldersville	Lunenburg N.S	37 15	c31 00		
Alderville	Northumberland, W.R. O	17 00	25 00		
Aldina	Saskatchewan Sask	20 41	25 00		
Aldouane	Kent N.B	15 23	25 00		
Alexander	Inverness N.S	27 01	28 00	8 00	
Alexandra	Queen's P.E.I.	39 70	25 00		
Alexandria	Yale & Cariboo B.C.	86 45	47 00	6 75	2 50
Alexandrina	Kent N.B.	11 00	25 00		
Alexis Creek	Yale & Cariboo B.C.	88 86	48 00		5 00
b Alford Junction	Brant O	30 00	10 41		
Alfred Centre	Prescott O	61 94	25 00		
Algonquin Park	Nipissing O	37 80	25 00		
Alice	Renfrew, N.R. O	56 70	25 00		
a Alice Siding	Kootenay B.C.		4 16		
Alison	Westmoreland N.B		25 00		
Alix	Strathcona Alta	432 70	25 00		
Alkali Lake	Yale & Cariboo B.C.	26 00	25 00		
Allanburg	Welland O	207 34	100 00		10 00
Allandale	York N.B.	15 00	25 00		
Allanlea	Dauphin M		25 00		
Allan Park	Grey, S. R O	92 02	50 00	7 00	5 00
Allan's Corners	Chateauguay Q	168 50	70 00		5 00
Allan's Mills	Lanark, S. R O	70 00	40 00		
Allard	Bonaventure Q	34 94	25 00		
Allen	Frontenac O	16 52	25 00		

a Closed 1-9-05. *b* Opened 1-2-06. *c* Including $6. night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Allendale	Shelburne & Queen's.N.S	177 75	68 00		5 00
Allen's Mills	Portneuf.....Q	49 43	32 00		
Allenwood	Simcoe, N.R.....O	62 94	36 00		
Allisonville	Prince Edward.....O	70 00	32 00		
Alliston	King's.....P.E.I	54 50	25 00		
Alloa	Peel.....O	36 91	28 00		
Allsaw	Victoria & Haliburton.O	15 25	25 00		
Allumette Island	Pontiac.....Q	33 53	25 00		
Alluvia	New Westminster....B.C	32 18	25 00		
Alma	Pictou.....N.S	92 01	32 00		
Alma	Prince.....P.E.I	92 00	40 00	*c* 3 25	
b Alma Heights	Algoma E.R.....O		12 50		
Almasippi	Macdonald.....M	20 00	25 00		
Almaville	Champlain.....Q	44 05	25 00		
Almira	York, C.R.....O	57 18	32 00		
a Alpha	Qu'Appelle.....Sask	43 00	16 67		
Alport	Muskoka.....O	107 00	36 00		
Alsace	Parry Sound.....O	48 88	25 00		
Alsfeldt	Grey, S.R.....O	248 89	136 00		15 00
Althorpe	Lanark, S.R.....O	26 68	25 00		
Alton	Colchester.....N.S	46 31	25 00		
Altona	Ontario, S.R.....O	66 55	36 00		
Alva	Brome.....Q	93 04	26 50		
Alvena	Humboldt.....Sask	14 44	25 00		
Alward	Westmoreland.....N.B	18 25	25 00		
Amaguadus Pond	N. Cap Breton & Vic.N.S	25 06	25 00		
Amaranth Station	Dufferin.....O	25 83	25 00		
Amber	York, C.R.....O	43 11	25 00		
Amberley	Huron, W.R.....O	145 50	66 00	5 00	5 00
Ambleside	Bruce, S.R.....O	15 00	25 00		
Amherst Point	Cumberland.....N.S	50 01	25 00		
Amiens	Middlesex, N.R.....O	23 00	25 00		
Amirault Hill	Yarmouth.....N.S	52 97	25 00		
Ammon	Westmoreland.....N.B	6 00	25 00		
Amulree	Perth, N.R.....O	58 26	34 00		
Anagance Ridge	King's & Albert.....N.B	16 50	25 00		
Ancienne Lorette	Quebec.....Q	175 55	56 00	3 00	5 00
Anderson	Perth, S.R.....O	91 40	38 00		
Anderson	Westmoreland.....N.B	18 76	25 00		
Anderson's Corners	Huntingdon.....Q	60 00	28 00		
Andrew	Edmonton.....Alta	64 20	30 00	16 00	
Andrewsville	Lanark, S.R.....O	60 00	36 00		
Ange Gardien	Montmorency.....Q	148 94	64 00		10 00
Angeline	Rouville.....Q	121 00	54 00	9 00	5 00
Angus Ridge	Strathcona.....Alta	27 16	25 00		
Annaheim	Humboldt.....Sask	65 42	28 00		
Annan	Grey, N.R.....O	143 75	76 00		5 00
Annesley	Pontiac.....Q	10 00	25 00		
Annidale	Sunbury & Queen's..N.B	30 00	25 00	12 00	
†Annis	Yale & Cariboo.....B.C	87 26	51 41		2 50
Anson	Hastings, W.R.....O	55 00	25 00		
Ansonia	Algoma, E.R.....O	3 00	25 00		
Anten Mills	Simcoe, N.R.....O	78 70	36 00		
Antigonishe Harbour	Antigonishe.....N.S	27 00	25 00		
Antigonishe Harbour (south shore)	Antigonishe.....N.S	15 00	25 00		
Antioch	Muskoka.....O	15 00	25 00		

a Opened 1-11-05. *b* Closed 29-12-05. *c* Including 25c arrears forward allowance. † Closed 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Antrim	Halifax, N.S	20 00	25 00		
Antrim	Carleton, O	175 00	67 00		5 00
Anvil Island	Comox Atlin, B.C	12 50	25 00		
Appin	Antigonishe, N.S	19 00	25 00		
Appin Road	Queen's, P.E.I	25 00	25 00		
Appleby	Halton, O	146 57	60 00		5 00
Appleby Corner	Nipissing, O	13 00	25 00		
Appledore	Kent, E.R., O	20 59	25 00		
Apple Grove	Stanstead, Q	25 00	25 00		
Apple River	Cumberland, N.S	118 97	*c*76 00	15 00	5 00
Appleton	Lanark, N.R., O	254 62	116 00		10 00
Apto	Simcoe, N.R., O	31 17	25 00		
Arat	Assa West, Sask	7 00	25 00		
Arbakka	Provencher, Man	26 25	25 00		
Arcadia	Yarmouth, N.S	303 52	107 50	9 00	10 00
Archer	Dundas, O	20 25	25 00		
Archibald	Colchester, N.S	36 73	25 00		
Archibald Settlement	Restigouche, N.B	23 00	25 00		
Ardal	Selkirk, M	47 25	25 00		
Ardness	Pictou, N.S	24 92	25 00		
Ardoch	Frontenac, O	118 99	56 00		5 00
Ardtrea	Simcoe, E.R., O	49 75	25 00		
Argyle	Victoria & Haliburton, O	143 01	64 00		5 00
Argyle	Carleton, N.B	35 71	25 00		
Argyle	Yarmouth, N.S	47 38	25 00	11 00	
Argyle	Macdonald, M	56 56	34 00		
Argyle Head	Yarmouth, N.S	60 80	38 00		
Argyle Shore	Queen's, P.E.I	14 00	25 00		
Argyle Sound	Yarmouth, N.S	72 00	30 00		
Ariel	Parry Sound, O	20 00	25 00		
Arisaig	Antigonishe, N.S	2 00	25 00		
Arkell	Wellington, S.R., O	80 00	42 00		
b Arklan	Lanark, N.R., O	11 08	14 58		
Arlington	Simcoe, S.R., O	27 50	25 00		
Arlington	King's, N.S	17 43	25 00		
Arlington	Prince, P.E.I	18 00	25 00		
Arlington Beach	Humboldt, Sask	53 40	25 00		
Armadale	York, C.R., O	47 19	25 00		
Armadale	King's, P.E.I	33 00	25 00	4 00	
Armagh	Bellechasse, Q	180 57	88 00	3 00	5 00
Armand	Témiscouata, Q	105 99	62 00		5 00
Armitage	York, N.R., O	37 02	25 00		
Armond	Carleton, N.B	23 00	25 00		
Armstrong	King's & Albert, N.B	16 00	25 00		
Armstrong	Beauce, Q	18 00	25 00	3 00	
Armstrong's Brook	Restigouche, N.B	51 21	27 50		
Armstrong's Corner	Sunbury & Queen's, N.B	47 05	35 00		
Armstrong's Mills	Wellington, S.R., O	23 36	25 00		
Arner	Essex, S.R., O	133 01	50 00		5 00
Arnes	Selkirk, M	41 10	30 00		
Arnott	Grey, E.R., O	100 17	40 00		
Arnstein	Parry Sound, O	105 37	36 00		
Aroostook Junction	Victoria, N.B	226 95	95 50	8 00	7 50
a Arrandale	Comox Atlin, B.C	87 02	42 00		
Arrow River	Marquette, M	264 60	*d*102 00	10 00	5 00
Arrowton	Marquette, M	11 00	25 00		
Arthurette	Victoria, N.B	50 71	27 50		

a Late Port Nelson. *b* Opened 1-12-05. *c* Including $24 night allowance. *d* Including $16 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Arthurvale	Calgary, Alta	47 84	25 00	.....	.....
Arthurville	Bellechasse, Q	36 01	25 00	.....	.....
Ascot Corner	Sherbrooke, Q	212 04	112 00	6 00	10 00
Asessippi	Marquette, M	138 73	70 00	.....	5 00
Ash	Halton, O	56 54	25 00	.....	.....
Ashdad	Renfrew, S.R, O	40 81	25 00	.....	.....
Ashdale	Antigonishe, N.S	7 00	25 00	.....	.....
Ashfield	Inverness, N.S	33 25	25 00	.....	.....
Ashgrove	Halton, O	72 20	38 00	.....	.....
Ashland	Carleton, N.B	12 25	25 00	.....	.....
Ashley	Grey, N.R, O	24 94	25 00	.....	.....
d Ashuapmouchouen	Chicoutimi & Saguenay, Q	11 25	2 08	.....	.....
Ashville	Dauphin, Man	132 19	*65 74	.....	5 00
Asker	Strathcona, Alta	64 25	30 00	.....	.....
Askilton	Inverness, N.S	14 00	25 00	.....	.....
Aspdin	Muskoka, O	128 55	68 00	.....	5 00
Aspen	Guysborough, N.S	76 00	*c*52 00	.....	.....
Aspen Grove	Yale & Cariboo, B.C	79 56	30 00	.....	.....
Aspotogan	Lunenburg, N.S	13 50	25 00	.....	.....
Assametquaghan	Bonaventure, Q	28 50	25 00	.....	.....
Asselstine	Lennox & Addington, O	10 00	25 00	.....	.....
Astleyville	Edmonton, Alta	49 25	25 00	.....	.....
Aston Junction	Nicolet, Q	71 16	35 00	.....	.....
Aston Station	Nicolet, Q	78 50	60 00	.....	5 00
Astorville	Nipissing, O	67 84	25 00	.....	.....
Atha	Ontario, S.R, O	24 86	25 00	.....	.....
Athabasca Landing	Edmonton, Alta	274 54	88 00	†51 66	10 00
Athalmer	Kootenay, B.C	138 14	44 00	.....	.....
Athelstan	Huntingdon, Q	301 00	11400	.....	10 00
Atherton	Norfolk, O	74 26	25 00	.....	.....
Athlone	Simcoe, S.R, O	156 50	66 00	.....	5 00
Athol	Glengarry, O	76 58	36 00	.....	.....
Atikokan	Thunder Bay and Rainy River, O	146 68	*b*99 22	.....	5 00
Atkin	Lambton, E.R, O	35 32	25 00	.....	.....
Atkinson	Frontenac, O	25 60	25 00	.....	.....
Atlanta	King's, N.S	21 75	25 00	.....	.....
Attercliffe	Lincoln, O	206 25	77 50	.....	5 00
Attercliffe Station	Haldimand, O	136 38	72 00	9 00	5 00
Atwell	Macdonald, M	55 58	30 00	.....	.....
Atwood's Brook	Shelburne & Queen's, N.S	42 51	25 00	.....	.....
Aubert Gallion	Beauce, Q	78 80	12 00	.....	1 25
Aubigny	Provencher, M	25 99	25 00	.....	.....
Aubrey	Chateauguay, Q	141 24	72 00	.....	5 00
Auburn	Queen's, P.E.I	10 00	25 00	3 00	.....
Auburndale	Lunenburg, N.S	22 00	25 00	.....	.....
Auburnton	Assa.-East, Sask	19 77	25 00	.....	.....
Audet	Beauce, Q	55 84	25 00	.....	.....
Audley	Ontario, S.R, O	60 60	28 00	.....	.....
Audrey	Assa.-East, Sask	19 54	25 00	.....	.....
Aughrim	Lambton, E.R, O	45 00	25 00	.....	.....
Augsburg	Renfrew, N.R, O	37 15	28 50	.....	.....
Augustine Cove	Prince, P.E.I	44 00	30 00	.....	.....
a Auld	Essex, S.R, O	9 00	4 16	.....	.....
Auld's Cove	Guysborough, N.S	19 07	25 00	.....	.....

a Opened 1-5-'06. *b* Including $17.22 night allowance, including $2.22 arrears. *c* Including $16.00 night allowance. * Including $10.74 night allowance of which 74c. is arrears. † Including $41.66 special forward allowance. *d* Opened 1-6-'06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Aurigny	Gaspé Q	30 00	25 00		
Auvergne	Portneuf Q	98 47	50 00		5 00
Avery's Portage	York N.B	32 21	25 00		
Avoca	Argenteuil Q	157 00	82 00		5 00
Avon	Elgin, E.R. O	203 39	94 00		10 00
Avon	Mégantic Q	31 87	25 00		
Avonbank	Perth, S.R. O	54 38	30 00		
Avondale	Pictou N.S	32 00	28 00		
Avondale	Carleton N.B	77 76	32 00		
Avondale	Queen's P.E.I	18 00	25 00		
Avondale Station	Pictou N.S	42 50	25 00	8 00	
Avonhurst	Qu'Appelle Sask	70 15	25 00		
Avonmore	King's & Albert N.B	37 40	25 00		
Avonport	King's N.S	40 20	30 00		
Avonry	Lambton, W.R. O	4 00	25 00		
Avonton	Perth, S.R. O	143 25	76 00	33 00	5 00
Aweme	Portage la Prairie M	30 86	25 00		
Axe-Lake	Parry Sound O	33 81	25 00		
b Aylesbury	Assa. W Sask	181 56	18 75		
Aylsworth	Thunder Bay & Rainy River O	30 60	30 00		
Azilda	Algoma, E.R. O	172 97	116 00		10 00
Baccaro	Shelburne & Queen's. N.S	113 72	60 00		5 00
Back Bay	Charlotte N.B	141 20	55 00		5 00
Back Lands	Antigonishe N.S	7 00	25 00		
Back Meadows	Pictou N.S	17 25	25 00		
Back Shore	Pictou N.S	8 00	25 00		
Baddeck Bay	North Cape Breton and Victoria N.S	29 51	25 00	5 00	
Baddeck Bridge	North Cape Breton and Victoria N.S	19 00	25 00		
Baddeck River, North Branch	North Cape Breton and Victoria N.S	17 00	25 00		
Baddow	Victoria & Haliburton O	40 20	25 00		
Badger	Provencher M	56 46	36 00		
Badgerdale	Mackenzie Sask	14 00	25 00		
Badjeros	Grey, E.R. O	141 48	92 00		10 00
Bagley	Humboldt Sask	12 30	25 00		
Baie de la-Trinité	Chicoutimi & Saguenay, Q	25 21	25 00		
Baie des Bacons	Chicoutimi & Saguenay, Q	19 59	25 00		
Baie des Rochers	Charlevoix Q	17 20	*c* 45 00		
*Baie d'Urfe	Jacques Cartier. Q	16 00	28 00		
a Baie St. Paul	Macdonald M		4 16		
Baie Verte Road	Westmoreland N.B	17 00	25 00		
Baillie	Charlotte N.B	34 60	25 00	3 00	
Bairdsville	Victoria N.B	25 20	25 00	4 00	
Baker	Kootenay B.C	110 35	68 00		5 00
Baker Brook	Victoria N.B	101 32	38 00		
Baker Settlement	Lunenburg N.S	41 15	25 00		
Balaclava	Grey, N.R. O	70 00	32 00		
Balderson	Lanark, S.R. O	207 86	74 00	5 00	5 00
Baldoon	Kent, W.R. O	22 21	25 00		
Baldwin	York, N.R. O	135 41	58 00		5 00

* Summer office. *a* Closed 1-9-05. *b* Opened 1-10-05. *c* Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Baldwin's Mills	Stanstead, Q	227 61	106 00		10 00
Baldwin's Road	King's, P.E.I	15 00	25 00		
Baleine	South Cape Breton, N.S	2 00	25 00		
Balfour	Prince Edward, O	15 00	25 00		
Balfour	Kootenay, B.C	33 20	25 00		
Balfrou	King's, N.B	21 94	25 00		
Baljennie	Saskatchewan, Sask	53 20	25 00		
Ballantrae	York, N.R, O	166 92	88 00		5 00
Ballantyne's Cove	Antigonishe, N.S	54 97	25 00		
Ballantyne's Station	Frontenac, O	11 25	25 00		
Ballinafad	Wellington, S.R, O	205 60	102 00		7 50
Ballyduff	Durham, O	62 98	32 00		
Ballymote	Middlesex, E.R, O	85 90	38 00		
Balmoral	Haldimand, O	107 83	46 00		5 00
Balmoral	Restigouche, N.B	39 79	25 00		
Balmoral Mills	Colchester, N.S	49 97	30 00		
Balmy Beach	York, S.R, O	‡	‡		
Balsam	Ontario, S.R, O	161 93	70 00		5 00
Balsam Bay	Selkirk, M	16 00	25 00		
Balsam Grove	Victoria & Haliburton, O	14 00	25 00		
Balsam Hill	Renfrew, S.R, O	19 00	25 00		
Balsam Lake	Victoria & Haliburton, O	19 25	25 00		
Baltic	Prince, P.E.I	29 10	25 00		
Balvenie	Renfrew, S.R, O	14 25	25 00		
Bamberg	Waterloo, N.R, O	84 00	42 00		
Banbury	Parry Sound, O	25 00	25 00		
Banda	Simcoe, N.R, O	43 60	40 00		
Bangor	King's, P.E.I	28 17	25 00		
Banks	Grey, E.R, O	60 88	25 00		
Banks of Broad Cove	Inverness, N.S	17 00	25 00		
Banner	Oxford, S.R, O	45 30	25 00		
Bannon	Carleton, N.B	17 00	25 00		
Barachois	Westmoreland, N.B	31 00	25 00		
Barachois Harbour	North Cape Breton and Victoria, N.S	30 00	27 50		
Barb	Prescott, O	99 13	46 00		5 00
a Barclay	Simcoe, S.R, O	21 93	25 00		
Bardal	Brandon, M	17 44	25 00		
Bardo	Strathcona, Alta	146 68	62 00		5 00
Bardolph	Lennox & Addington, O	18 00	25 00		
Bardsville	Muskoka, O	25 16	25 00		
Bark Lake	Renfrew, S.R, O	14 50	25 00		
Barkway	Muskoka, O	38 59	25 00		
Barnaby River	Northumberland, N.B	221 63	94 00	3 00	10 00
Barnardo	Marquette, M	81 46	60 00		5 00
Barnesdale	Parry Sound, O	178 81	60 00	3 00	5 00
Barnesville	King's & Albert, N.B	85 00	30 00		
Barney River Station	Pictou, N.S	45 00	25 00		
Barney's Brook	Hants, N.S	13 00	25 00		
Barney's River	Pictou, N.S	126 75	80 00	7 00	5 00
Barnhart	Thunder Bay and Rainy River, O	†5 00			
Barnsley	Macdonald, M	38 52	28 00		
Barra Glen	North Cape Breton and Victoria, N.S	25 00	25 00		
Barra Head	Richmond, N.S	45 93	25 00		
Barrett	Lennox & Addington, O	9 00	25 00		
Barrettsholme	King's Albert, N.B	30 43	25 00		

‡ For Revenue, etc. *See* Appendix C. under Toronto, sub-offices, etc. *a* Late Innisfil. † Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Barretville	Essex, S.R.—O	18 00	25 00		
Barrie Island	Algoma, E.R.—O	15 48	25 00		
Barrington	Huntingdon—Q	124 13	62 00		5 00
Barrington West	Shelburne & Queen's.—N.S	24 81	25 00		
Barrio's Beach	Antigonishe—N.S	29 92	25 00		
Bar River	Algoma, W.R.—O	68 13	28 00		
Barrows	Mackenzie—Sask	343 49	106 00		10 00
Barr Settlement	Hants—N.S	11 00	25 00		
Barry's Corner	Lunenburg—N.S	5 00	25 00		
Barryvale	Renfrew, S.R—O	72 00	32 50		
Barryville	Northumberland—N.B	21 00	25 00		
Bartholomew	Northumberland—N.B	8 00	25 00		
Bartibog	Northumberland—N.B	11 00	25 00		
Bartibog Bridge	Northumberland—N.B	75 00	38 00		
Bartibogue Station	Northumberland—N.B	25 47	25 00		
Bartlett Mills	Charlotte—N.B	43 25	25 00		
Barton	Digby—N.S	194 80	84 00		5 00
Bas de la Baie	Charlevoix—Q	18 71	*37 00		
Bas de l'Anse	Charlevoix—Q	14 00	25 00		
Bas de Ste-Rose	Laval—Q	16 00	25 00		
Bas du Sault	Laval—Q	17 00	25 00		
Bassin of River Inhabitants	Richmond—N.S	24 12	25 00		
Basingstoke	Lincoln—O	69 65	36 00		
Bassano	Calgary—Alta	265 14	††95 00		5 00
Bassin	Chicoutimi—Q	27 25	25 00		
Bassin du Lièvre	Labelle—Q	54 26	38 00		
Basswood Ridge	Charlotte—N.B	18 00	25 00		
*a*Baskatong	Wright—Q	79 05	15 55		
Bates	Macdonald—M	59 00	36 00		
Bateston	South Cape Breton—N.S	26 00	†31 00		
*b*Bathgate	Strathcona—Alta	41 25	12 50		
Batiscan Station	Champlain—Q	251 45	112 00		10 00
Batoche	Humboldt—Sask	31 94	25 00	*d*5 33	
Batteau	Simcoe, N.R.—O	95 27	48 00		
Battersea	Frontenac—O	214 35	90 00	3 00	10 00
Battle Creek	Assa. West—Sask	75 97	40 00		
Battle River	Strathcona—Alta	37 83	25 00		
Bavelaw	Assa. East—Sask	20 59	25 00		
Baxter	Simcoe, S.R.—O	39 00	25 00		
Baxter's Harbour	King's—N.S	29 25	25 00		
Bay du Vin	Northumberland—N.B	168 00	85 00	3 00	5 00
Baie du Vin Mills	Northumberland—N.B	27 25	25 00		
Bayer Settlement	Halifax—N.S	9 00	25 00		
Bayfield	King's—P.E.I	22 75	25 00		
Bay Fortune	King's—P.E.I	37 21	25 00		
Bayham	Elgin, E.R.—O	126 70	*e*68 00		5 00
Bayonne	Joliette—Q	132 00	41 00		2 50
Bay Road Valley	North Cape Breton and Victoria—N.S	15 50	**28 34		
Baynes Lake	Kootenay—B.C	49 10	25 00		
Bayside	Halifax—N.S	16 22	25 00		
Bayside	Hastings, W.R.—O	77 60	30 00		
Bayside	Northumberland—N.B	35 75	25 00	4 00	
Bayside	Charlotte—N.B	29 00	25 00		
Bay St. Lawrence	North Cape Breton & Victoria—N.S	68 07	*e*33 34	5 00	

a Opened 17-11-05. *b* Opened 1-1-06. *c* Including $20 night allowance. * Including $12 night allowance. † Including $6 night allowance. ** Including $3.34 night allowance. †† Including $15 night allowance. *d* Including 33c. arrears forward allowance. *e* Including $3.34 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bayswater	King's & Albert, N.B	22 00	25 00		
Bayswater	Lunenburg, N.S	25 59	25 00		
Bay View	Digby, N.S	13 00	25 00		
Bay View	St. John, N.B	14 00	25 00		
Bayview	Queen's, P.E.I	78 00	35 00		
Bayview	Grey, N.R, O	65 34	30 00		
Beach Meadows	Shelburne & Queen's, N.S	53 00	25 00		
Beach Point	King's, P.E.I	80 96	40 00		
Beacon Hill	Colchester, N.S	14 95	25 00		
Beaconsfield	Macdonald, M	46 15	25 00		
Beaconsfield	Oxford, S.R, O	75 70	30 00		
Beaconsfield	Jacques Cartier, Q	3 37	25 00		
Beaconsfield	Victoria, N.B	16 00	25 00		
Bear Brook	Russell, O	142 70	70 00		5 00
Bear Cave	Muskoka, O	61 66	25 00		
Bear Cove, Cheticamp	Digby, N.S	30 00	25 00		
Bear Cove	Halifax, N.S	3 00	25 00		
Bear Island	York, N.B	31 68	25 00		
Bear Line	Kent, W.R, O	55 49	30 00		
Bear Point	Shelburne & Queen's, N.S	67 84	25 00		
Bear River	King's, P.E.I	86 00	25 00		
Beaton's Mills	Queen's, P.E.I	18 69	25 00		
Beatrice	Muskoka, O	35 00	28 00		
Beauce Junction	Beauce, Q	260 95	116 00	14 00	10 00
Beauchene	Pontiac, Q	388 31	182 00		20 00
††Beaudet	Portneuf, Q	20 43	22 91		
Beaudoin	Mégantic, Q	20 95	25 00		
a Beaudoin St. Sub-Office	City of Montreal, Q	*	*		
Beaufort	Carleton, N.B	34 00	25 00		
Beaulac	Montcalm, Q	21 65	25 00		
Beaulieu	Montmorency, Q	133 09	60 00		5 00
Beauly	Antigonishe, N.S	15 00	25 00		
Beaumont	Bellechasse, Q	81 00	*b*42 00		
Beaumont	Westmoreland, N.B	23 00	25 00		
Beaumont	Strathcona, Alta	95 29	35 00		
Beauport East	Québec, Q	35 00	28 00		
†Beaurepaire	Jacques Cartier, Q	46 00	25 00		
Beausejour	Rimouski, Q	124 07	45 00		5 00
Beauvoir	Vaudreuil, Q	29 49	25 00		
Beaver	Huntingdon, Q	31 75	25 00		
Beaver	Portage la Prairie, M	261 56	102 00		10 00
Beaver	Yale-Cariboo, B.C	59 27	92 50		7 50
Beaver Bank	Halifax, N.S	53 70	48 00	5 00	5 00
Beaver Brook	King's & Albert, N.B	13 00	25 00		
Beaver Brook	Colchester, N.S	51 60	27 50		
Beaver Cove	North Cape Breton & Victoria, N.S	39 18	25 00	3 00	
Beaver Creek	Comox-Atlin, B.C	18 23	25 00		
Beaverdale	Grey, E.R, O	42 10	25 00		
Beaver Dale	Mackenzie, Sask	41 03	25 00		
Beaver Dam	York, N.B	29 00	25 00		
Beaverdell	Kootenay, B.C	65 55	25 00		
Beaver Harbour	Halifax, N.S	50 86	30 00		
b Beaver Hills	Edmonton, Alta	65 15	28 00		
c Beaver Lake	Yale & Cariboo, B.C	24 66	8 33		
Beaver Lake	Strathcona, Alta	113 00	68 00	19 50	5 00

a Opened 19-12-05. *b* Including $12 night allowance. * For Revenue, etc., see Appendix C, under Montreal Sub-Offices, † Summer office. †† Closed 1-6-06 *c*. Opened 1-3-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING POST OFFICES—REVENUE, SALARIES AND ALLOWANCES—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Beaver Meadow	Lambton, W.R.	O 30 34	25 00		
Beaver Point	Nanaimo	B.C 26 16	25 00		
Beaver River	Digby	N.S 152 38	58 00		5 00
Beazer	Alta	Alta 34 25	25 00		
a Beckenham	Mackenzie	Sask 37 87	14 58		
Beckett	Saskatchewan	Sask 32 50	25 00		
Beckstead	Dundas	O 32 26	25 00		
Beckwith	Cumberland	N.S 45 00	25 00		
Bedell	Carleton	N.B 16 00	25 00		
Bedford Mills	Frontenac	O 132 80	72 00		5 00
Bedford Station	Queens	P.E.I 74 75	25 00	14 00	
Beech Grove	Pontiac	Q 16 25	25 00		
Beech Hill	King's & Albert	N.B 18 75	25 00		
Beech Hill	Lunenburg	N.S 9 00	25 00		
Beech Lane	Norfolk	O 29 00	25 00		
Beechmont	South Cape Breton	N.S 10 00	25 00		
Beechmount	Hastings, W.R.	O 21 23	25 00		
Beech Ridge	Argenteuil	Q 44 38	25 00		
b Beechville	Halifax	N.S 17 00	15 28		
Beechwood	Antigonishe	N.S 12 00	25 00		
Beechwood	Carleton	N.B 91 33	49 50	10 00	2 50
Beersville	Kent	N.B 37 65	25 00		
Beeston	Qu'Appelle	Sask 16 58	25 00		
Beith	Huntingdon	Q 86 65	38 00		
Bekevar	Assa. East	Sask 11 40	25 00		
Bélair	Portneuf	Q 86 60	35 00		
Beland	Beauce	Q 12 17	25 00		
Belcourt	Macdonald	M 22 19	25 00		
Belfast	Huron, W.R.	O 221 20	96 00		10 00
Belisle's Mills	Terrebonne	Q 118 30	60 00		5 00
Bellamy's	Brockville	O 101 50	40 00		
Belle Anse	Gaspé	Q 55 32	*59 00		2 50
Belle Côte	Inverness	N.S 100 00	**54 00		5 00
Belle Creek	Queen's	P.E.I 99 36	35 00		
Belledune	Gloucester	N.B 109 69	70 00	†6 52	5 00
Belledune River	Gloucester	N.B 46 36	40 00		
d Bellefontaine	Antigonishe	N.S 6 00	2 08		
Bellegarde	Assa. East	Sask 6 25	25 00		
Belleisle	Annapolis	N.S 91 16	38 00		
Belleisle Bay	King's & Albert	N.B 21 00	25 00	3 00	
Belleisle Creek	King's & Albert	N.B 170 46	84 00	9 00	5 00
Belle Marche	Inverness	N.S 29 00	25 00		
Bellenden	Sunbury & Queen's	N.B 24 18	25 00		
Belle Rivière	Two Mountains	Q 100 10	68 00		5 00
Belle Vallée	St. John's & Iberville	Q 17 25	25 00		
Belleville	Carleton	N.B 8 00	25 00		
Belleville	Yarmouth	N.S 115 00	36 00		
Bell Ewart	Simcoe, S.R	O 158 36	62 00		5 00
Bellingham	Algoma, E.R.	O 61 10	28 00		
Belliveaux-Cove	Digby	N.S 171 50	64 00		5 00
Belliveaux-Village	Westmoreland	N.B 12 00	25 00		
Bell Mount	Pontiac	Q 53 18	38 00		
Belloni	South Cape Breton	N.S 18 90	25 00		
Bell Rapids	Hastings, W.R.	O 17 42	25 00		
Bellrock	Frontenac	O 70 38	30 00		
Belleview	Hastings, W.R.	O 204 64	85 00		7 50

a Opened 1-12-05. *b* Opened 21-11-05. * Including $12 night allowance. **Including $6 night allowance. † Including 52c. arrears forward. *d* Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Belmeade	Russell....O	42 95	25 00		
Belmina	Richmond & Wolfe....Q	38 97	25 00		
Belmont	Prince....P.E.I	13 48	25 00		
Belmont	Colchester....N.S	206 20	100 00		10 00
Belmore	Bruce, S.R....O	223 74	96 00		10 00
Belton	Middlesex, E.R....O	82 40	44 00		
Belvedere	Edmonton....Alta	28 44	25 00		
Belyea's Cove	Sunbury & Queen's..N.B	29 00	25 00	3 00	
Benacadie	North Cape Breton & Victoria....N.S	19 00	25 00		
Benacadie Pond	North Cape Breton & Victoria....N.S	12 25	25 00		
Ben Allen	Grey, N.R....O	10 00	25 00		
Benbecula	Assa. East....Sask	15 00	25 00		
c Benchonzie	Humboldt....Sask	48 20	12 50		
Bendale	York, C.R....O	43 92	25 00		
Ben Eoin	South Cape Breton..N.S	9 00	25 00		
Benito	Dauphin....Man.	56 64	25 00		
Benjamin's Mills	Hants....N.S	87 44	56 00		5 00
Ben Lomond	St. John....N.B	40 00	25 00		
Bennett	Megantic....Q	29 12	25 00		
Bennington	Oxford, N.R....O	55 00	28 00		
Bensfort	Peterborough, W.R....O	119 81	40 00		
a Benson	Qu'Appelle....Sask	38 30	20 83		
Bentpath	Lambton, W.R....O	30 95	25 00		
Bent River	Muskoka....O	64 31	30 00		
Beranger	Missisquoi....Q	13 00	25 00		
Berens River	Selkirk....M	17 46	25 00		
Beresford	Brandon....M	348 65	115 00		10 00
Beresford	Gloucester....N.B	73 92	35 00		
Béresina	Assa. East....Sask	10 25	25 00		
Bernadette	Lévis....Q	10 74	25 00		
Bernier	Mégantic....Q	25 00	25 00		
Berriedale	Parry Sound....O	107 80	38 00		
Berry Hill	Colchester....N.S	9 00	25 00		
Berry Mill Station	Westmoreland....N.B	102 60	38 00		
Berryton	King's & Albert....N.B	11 00	25 00		
Berryton	Leeds....O	35 75	25 00		
Bersimis	Chicoutimi & Saguenay..Q	72 26	*80 00	†85 00	
d Bertdale	Mackenzie....Sask	17 57	6 25		
Berthaville	Nipissing....O	31 00	26 00		
Berthier Junction	Berthier....Q	39 25	25 00	10 00	
Bethune	Assa. West....Sask	156 54	25 00		
Berton	Portage la Prairie....M	120 00	25 00		
Bertrand	Gloucester....N.B	33 96	25 00	3 00	
Berwick West	King's....N.S	29 00	25 00		
d Bessemer	Hasting, E.R....O	16 00	6 25		
Bethany	Shefford....Q	63 42	25 00		
b Bethany	Marquette....M	46 82	21 83		
Bethel	Shefford....Q	61 98	40 00		
Bethel	Prince Edward....O	63 20	36 00		
Bethel Grove	Northumberland, W.R..O	27 10	25 00		
Bethesda	York, N.R....O	111 58	44 00		
Beulah	King's....N.B	26 00	25 00		
Bewdley	Northumberland, W.R.O	100 68	48 00		
Bexley	Victoria & Haliburton.O	209 77	84 00	6 00	5 00

a Opened 1-9-05. *b* Opened 15-8-05. *c* Opened 1-1-06. *d* Opened 1-4-06. * Including $40 special salary. † Including $75 forward for winter of 1905-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bickford	Lambton, W.R	109 03	42 00		
Bienfait	Assa. East	104 14	36 00		
Big Bank	North Cape Breton & Victoria, N.S	33 25	25 00		
Big Bar Creek	Yale & Cariboo, B.C	35 45	25 00		
a Big Beach	North Cape Breton & Victoria, N.S	18 82	23 57		
Big Bras d'Or	North Cape Breton & Victoria, N.S	140 64	*c* 77 00	14 00	2 50
Big Brook	Inverness, N.S	7 00	25 00		
Big Cove	Sunbury & Queen's, N.B	10 00	25 00		
Big Fork	Thunder Bay & Rainy River, O	96 68	56 00		5 00
Biggar Ridge	Carleton, N.B	25 00	25 00		
Big Glen	South Cape Breton, N.S	21 68	25 00		
Big Harbour	North Cape Breton & Victoria, N.S	12 00	25 00		
Big Harbour Island	Inverness, N.S	12 50	25 00		
Big Hill	North Cape Breton & Victoria, N.S	10 00	25 00		
Big Intervale (North Cape)	North Cape Breton & Victoria, N.S	22 29	25 00		
Big Intervale (Margaree)	Inverness, N.S	6 05	25 00		
Big Island	Pictou, N.S	25 86	25 00		
Big Island	Prince Edward, O	20 25	25 00		
Big Lake	Algoma, E.R, O	47 08	26 00		
Big Loraine	South Cape Breton, N.S	24 98	25 00		
Big Marsh	Antigonishe, N.S	13 00	25 00		
Big Point	Kent, W.R, O	71 25	25 00		
Big Pond	South Cape Breton, N.S	39 73	25 00	7 00	
Big Port L'Hébert	Shelburne & Queen's, N.S	13 25	25 00		
Big Ridge	South Cape Breton, N.S	13 00	25 00		
Big Ridge South	South Cape Breton, N.S	18 76	25 00		
Big Tracadie	Antigonishe, N.S	156 82	70 00	10 00	5 00
Binbrook	Wentworth, O	274 21	132 00		10 00
Bingham Road	Haldimand, O	32 88	25 00		
Binkham	Wellington, S.R, O	11 02	25 00		
Birch Brook	Pictou, N.S	38 35	25 00		
Birch Grove	South Cape Breton, N.S	15 00	25 00		
Birch Hills	Humboldt, Sask	118 45	28 00	3 00	
Birch Ridge	Victoria, N.B	20 86	25 00		
Birchtown	Shelburne & Queen's, N.S	87 50	*b* 31 00	31 00	
Birchwood	Cumberland, N.S	18 25	25 00		
Birdell	Grey, E.R, O	121 47	42 00		
Bird's Creek	Hastings, W.R, O	151 12	*b* 76 00	18 00	5 00
Bird's Hill	Selkirk, M	193 06	82 00		5 00
Birdsalls	Peterborough, E.R, O	153 11	42 00		
Birdton	York, N.B	13 98	25 00		
Birkendale	Muskoka, O	208 02	80 00		5 00
Birnam	Lambton, E.R, O	83 35	44 00		
Birnie	Dauphin, M	248 99	98 00	4 00	10 00
Birr	Middlesex, E.R, O	128 40	54 00	3 00	5 00
Birson	Humboldt, Sask	15 00	25 00		
Bishop Mountain	King's, N.S	6 25	25 00		
Bishopville	King's, N.S	14 00	25 00		
Bismark	Strathcona, Alta	36 17	25 00		
Bissett Creek	Nipissing, O	67 71	41 00		2 50
Bisson	Beauce, Q	12 50	25 00		

a Opened 22-7-06. *b* Including $6 night duty. *c* Including $20 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bissonnette	Montcalm.....Q	56 25	32 00	.....	.....
Bittern Lake	Strathcona.....Alta	146 00	52 00	*c* 5 08	2 50
Black Avon	Antigonishe.....N.S	21 50	25 00	.....	.....
Black Bank	Dufferin.....O	176 84	64 00	.....	5 00
Black Brook	North Cape Breton and Victoria .....N.S	14 00	25 00	.....	.....
Blackburn	Russell.....O	11 50	25 00	.....	.....
Black Creek	Welland.....O	139 05	56 00	.....	5 00
Black Donald	Renfrew, S.R.....O	11 00	25 00	.....	.....
Black Hawk	Thunder Bay and Rainy River.....O	55 80	25 00	.....	.....
Black Heath	Wentworth.....O	235 40	108 00	.....	10 00
Blackett's Lake	South Cape Breton..N.S	12 48	25 00	.....	.....
Blackfoot Hills	Strathcona.....Alta	40 00	25 00	.....	.....
Black Land	Restigouche.....N.B	51 10	25 00	.....	.....
Black Pines	Yale & Cariboo.....B.C	56 00	25 00	.....	.....
Black Point	Restigouche.....N.B	89 12	50 00	.....	.....
Black Point	Halifax.....N.S	100 76	52 00	.....	5 00
Black Point	Shelburne & Queen's.N.S	24 00	25 00	.....	.....
Black River	Northumberland....N.B	24 92	25 00	.....	.....
Black River	St. John.....N.B	74 45	38 00	.....	.....
Black River Bridge	Prince-Edward.....O	45 65	25 00	.....	.....
Black River Bridge	Northumberland.....N.B	55 00	25 00	.....	.....
Black River Depot	Pontiac.....Q	70 00	40 00	.....	.....
Black Rock	Cumberland.....N.S	10 00	25 00	.....	.....
Black Rock	Gloucester.....N.B	4 00	25 00	.....	.....
Black Rock	North Cape Breton and Victoria .....N.S	12 70	25 00	.....	.....
Black's Corners	Dufferin.....O	43 50	25 00	.....	.....
Black's Harbour	Charlotte.....N.B	218 96	80 00	.....	5 00
Blackstone	Inverness.....N.S	19 05	25 00	.....	.....
Blackwater	Ontario, N.R.....O	155 81	72 00	22 00	5 00
Blackwell Station	Lambton, W.R.....O	10 53	25 00	.....	.....
Blackwood	Qu'Appelle.....Sask	51 65	25 00	.....	.....
Bladworth	Humboldt.....Sask	377 54	44 00	.....	5 00
Blair	Sunbury & Queen's..N.B	73 00	32 50	.....	.....
Blair Athol	Restigouche .....N.B	26 00	25 00	.....	.....
Blairhampton	Victoria & Haliburton..O	9 60	25 00	.....	.....
Blairmore	Alta .....Alta	862 55	* 466 00	.....	75 00
Blairton	Peterborough, E.R....O	56 25	28 00	.....	.....
Blais	Beauce.....Q	20 95	25 00	.....	.....
Blake	Huron, S.R.....O	128 57	52 00	.....	5 00
Blakely	Sunbury & Queen's..N.B	6 00	25 00	.....	.....
Blakeney	Lanark, N.R.....O	143 41	68 00	.....	5 00
Blanchard Road	Pictou.....N.S	14 21	25 00	.....	.....
Blanchard Settlement	Gloucester.....N.B	25 46	25 00	.....	.....
Blanche	Labelle .....Q	158 07	50 00	.....	5 00
Blanche	Shelburne & Queen's.N.S	11 70	25 00	.....	.....
Blanchet	Lévis .....Q	64 28	30 00	.....	.....
Blandford	Drum'nd & Arthabaska.Q	111 03	36 00	3 00	.....
Blandford Station	Oxford, N.R.....O	52 00	28 00	.....	.....
Blantyre	Grey, E.R.....O	76 10	56 00	.....	5 00
Blayney	Norfolk.....O	56 92	25 00	.....	.....
Blayney Ridge	York.....N.B	30 00	25 00	.....	.....
b Bleakmore	Humboldt .....Sask	22 00	4 16	.....	.....
Blessington	Hastings, E.R.....O	63 00	32 00	.....	.....
a Bleury Street (sub-office)	St. Lawrence.....Q	||		.....	.....

a Closed temporarily 15-8-'05. Re-opened 7-10-05. *b* Opened 1-5-'06. *c* Including 8c. arrears forward allowance. * Including $48night allowance. || For Revenue, etc., see appendix C under Montreal, Sub-Offices, etc.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Blissfield	Northumberland....N.B	92 96	40 00		
Blissville	Sunbury & Queen's..N.B	21 67	25 00		
Block House	Lunenburg.....N.S	96 99	48 00	3 00	5 00
Blomidon	King's.....N.S	22 00	25 00		
Bloomfield	Prince.....P.E.I	21 96	25 00		
Bloomfield	Digby.....N.S	19 75	25 00		
Bloomfield Ridge	York.....N.B	25 00	25 00		
Bloomingdale	Waterloo, N.R.....O	109 00	65 00		5 00
Blooming Point	Queen's.....P.E.I	13 70	25 00		
Bloomington	Annapolis.....N.S	27 95	25 00		
Bloomington	York, N.R.....O	124 50	60 00		5 00
Bloomsburg	Norfolk.....O	98 75	36 00		
Blount	Dufferin.....O	18 65	25 00		
Blouin	Lévis.....Q	6 25	25 00		
Blucher Hall	Yale & Cariboo.....B.C	11 00	25 00		
Blue Bell	Victoria.....N.B	28 65	25 00		
Blue Cove	Gloucester.....N.B	19 50	25 00		
e Blue Church Road	Grenville.....O	6 00	1 04		
Blue Lake	Brant.....O	256 69	48 00		5 00
Blue Mountain	Pictou.....N.S	92 00	38 00	3 00	
Blue Mountain Bend	Victoria.....N.B	17 43	25 00		
Blue Rock	Lunenburg.....N.S	34 00	25 00		
Blue Sea-Corner	Cumberland.....N.S	25 52	25 00		
Blue Sea-Lake	Wright.....Q	62 08	25 00		
Blue's Mill	Inverness.....N.S	24 38	25 00		
Blythfield	Macdonald.....M	38 39	25 00		
Bocabec	Charlotte.....N.B	79 01	35 00		
Bocabec Cove	Charlotte.....N.B	64 45	28 50		
Bogart	Hastings, E.R.....O	67 98	27 50	3 00	
Boharm	Assa. West.....Sask	10 00	25 00		
Boileau	Labelle.....Q	56 80	37 00	5 00	
Bois Blanc	Maskinongé.....Q	74 36	25 00		
Boisdale	North Cape Breton & Victoria.....N.S	47 82	30 00	3 00	
		21 20	25 00		
Bois de Filion	Terrebonne.....Q	11 00	25 00		
a Bois Franc	Wright.....Q	18 85	25 00		
Boissonneault	Mégantic.....Q	28 92	34 00		
Boivin	Beauce.....Q	10 50	25 00		
Bolduc's Siding	Compton.....Q	38 30	25 00		
Bolingbroke	Lanark, S.R.....O	25 00	25 00		
Bolsover	Victoria & Haliburton.O	162 12	64 00		5 00
Bolton Forest	Brome.....Q	21 25	25 00		
Bolton Glen	Brome.....Q	35 00	25 00		
Bolton Springs	Brome.....Q		0 80		
Bomanton	Northumberland, W.R.O	16 00	25 00		
Bon Accord	Victoria.....N.B	49 73	27 50		
Bon Accord	Edmonton.....Alta	42 00	25 00		
Bonaventure Est	Bonaventure.....Q	123 84	30 00		
Bonaventure, Ile	Gaspé.....Q	30 00	25 00		
Bon Conseil	Drum'nd & Arthabaska Q	154 66	68 00		5 00
Bon Désir	Chicoutimi & Saguenay Q	25 00	25 00		
d Bon Echo	Frontenac.....O	30 00	25 00		
Bondville	Brome.....Q	177 46	82 00		5 00
b Boninville	Algoma, E.R.....O	36 26	18 75		
Bonne Madone	Humboldt.....Sask	44 55	25 00		
Bongard's Corners	Prince Edward.....O	64 65	30 00		
Bonheur	Thunder Bay and Rainy River.....O	113 50	*c*90 00		5 00

d Summer office. *a* Late St. Boniface. *b* Opened 1-10-'05. *c* Includiug $10 night duty.
e Opened 15-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bonnechère	Renfrew, S.R.—O	6 00	25 00		
Bonne Espérance	Chicoutimi & Saguenay—Q	30 45	25 00		
Bonney River Station	Charlotte—N.B	143 27	94 00	5 00	7 50
Bonnie Doon	Macdonald—M	35 50	25 00		
a Bonnie Glen	Strathcona—Alta	72 17	22 91		
Bon Secours	Kent—N.B	26 28	25 00		
Bonshaw	Queen's—P.E.I	105 71	46 00	3 00	2 50
Bonville	Stormont—O	55 21	25 00		
Bonwell	Queen's—P.E.I	13 00	25 00		
Bookton	Norfolk—O	153 46	75 00		5 00
Boom Road	Northumberland—N.B	55 75	25 00		
Booth	Pontiac—Q	87 89	25 00		
Boothville	Grey, S.R.—O	75 03	32 00		
Bord à Plouffe	Laval—Q	49 25	25 00	3 00	
Bordeaux	Laval—Q	173 50	56 00		5 00
Bord à Plouffe West	Laval—Q	12 94	25 00		
Bord de l'Eau	Portneuf—Q	18 14	25 00		
b Borden	Sask—Sask	149 55	14 58	1 00	
Borromée	Russell—O	6 00	25 00		
Boscobel	Shefford—Q	107 00	34 00		
Boscurvis	Assa. East—Sask	22 36	28 50		
Boskung	Victoria & Haliburton—O	28 00	25 00		
Boston	Norfolk—O	198 19	75 00		5 00
Boston Mills	Peel—O	48 19	28 00		
Bosworth	Wellington, N.R.—O	31 20	30 00		
Bothwell	King's—P.E.I	24 06	25 00		
c Bothwell Corners	Grey, N.R.—O	25 20	15 82		
Botreaux	Chateauguay—Q	7 00	25 00		
Botsford Portage	Westmoreland—N.B	17 30	25 00		
Boucherville	Thunder Bay & Rainy River—O	20 00	32 50		
Bouchette Station	Wright—Q	120 00	34 00		
Bouck's Hill	Dundas—O	157 08	98 00	8 00	10 00
Boudreau	Westmoreland—N.B	18 48	25 00		
Boudreau Corners	Compton—Q	25 00	25 00		
Boudreau Village	Westmoreland—N.B	25 00	25 00		
Bougainville	Gaspé—Q	27 81	25 00		
Boughton Island	King's—P.E.I	11 00	25 00		
Boulardarie	North Cape Breton & Victoria—N.S	37 00	25 00	4 00	
Boulardarie Centre	North Cape Breton & Victoria—N.S	25 20	25 00		
Boulardarie East	North Cape Breton & Victoria—N.S	31 61	25 00		
Boulardarie West	North Cape Breton & Victoria—N.S	12 00	25 00		
Boulevard St. Paul	Jacques Cartier—Q	91 50	25 00		
Boulogne	Drum'ond & Arthabaska—Q	25 00	25 00		
Boulter	Hastings, E.R.—O	68 98	25 00		
Boundary Creek	Westmoreland—N.B	99 50	38 00	8 00	
Boundary, Presqu'Ile	Carleton—N.B	7 00	25 00		
Bourdeau	Parry Sound—O	17 00	25 00		
Bourgeois	Kent—N.B	25 00	25 00		
Bourg Louis	Portneuf—Q	123 00	100 00		10 00
Bournival	Three Rivers & St. Maurice—Q	30 00	25 00		
Bout de l'Ile	Laval—Q	18 00	25 00		
a Boutilier Point	Halifax—N.S	48 45	22 91		
Bowell	Leeds—O	18 00	25 00		

a Opened 1-8-05. *b* Opened 1-12-05. *c* Opened 15-12-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
†Bowell	Assa. W. Alta	32 00	14 58		
Bowen Island	Comox-Atlin B.C	41 59	25 00		
Bowesville	Russell O	97 00	40 00		
Bow Island	Alta. Alta	61 66	25 00		
Bowling Green	Dufferin O	103 36	51 50		2 50
Bown	Compton Q	65 72	25 00		
Bowood	Middlesex, N.R. O	28 00	25 00		
b Bowser Station	Halifax N.S	24 00	22 91		
Bowsman	Dauphin Man.	276 83	**123 00		10 00
Box Alder	Thunder Bay and Rainy River O	38 73	25 00		
Boxall	Elgin, W.R. O	38 92	25 00		
Box Grove	York, C.R. O	69 12	40 00		
Boyd	Renfrew, N.R. O	60 00	25 00		
Boyd's	Antigonishe N.S	20 75	25 00		
Boyer	Bellechasse Q	31 25	25 00		
Boyle	Lincoln O	46 20	25 00		
Boyne	Halton O	43 02	25 00		
Boyne	Sunbury & Queen's N.B	9 00	25 00		
c Boyne Lake	Edmonton Alta	22 78	20 83		
Boynton	Stanstead Q	146 93	55 00	6 00	5 00
d Bracken	Megantic Q	21 00	18 75		
Brackenrig	Muskoka O	31 67	25 00		
Brackley Beach	Queen's P.E.I	33 30	25 00		
Brackley Point	Queen's P.E.I	16 25	25 00		
Brackley Point Road	Queen's P.E.I	12 25	25 00		
Bradford	Prince P.E.I	26 75	25 00		
Bradley	Bruce, S.R. O	6 25	25 00		
e Bradley Creek	Prescott O	24 08	13 58		
Bradshaw	Lambton, W.R. O	100 88	56 00		5 00
Brae	Prince P.E.I	63 10	25 00		
Brae Lake	Parry Sound O	8 25	25 00		
Braemar	Oxford N.R. O	149 00	42 00		
Braenut	Carleton N.B	7 00	25 00		
Branch La Have	Lunenburg N.S	28 00	25 00		
Brancepeth	Humboldt Sask	67 49	ƒ55 00		
Branchton	Waterloo, S.R. O	176 44	75 50		5 00
Brandon Hills	Brandon M	33 96	25 00		
Brandy Creek	Norfolk O	36 20	25 00		
Bransfield	Northumberland N.B	35 84	25 00		
Brant	Calgary Alta	212 75	25 00	1 25	
a Brantville	Northumberland N.B	17 00	25 00		
Brass Hill	Shelburne & Queen's N.S	110 18	55 00		2 50
*Bratt Lake	Qu'Appelle Sask	7 00	4 16		
Bray's Crossing	Russell O	22 40	25 00		
Brazil Lake	Yarmouth N.S	84 76	40 00	3 00	
Breadalbane	Glengarry O	25 00	25 00		
Breault Mill	Nicolet Q	28 50	25 00		
Breau Village	Kent N B	31 25	25 00		
Brèche à Manon	Gaspé Q	50 75	25 00		
Brechin	Nanaimo B.C	34 84	25 00		
Bredenbury	Assa. East Sask	50 39	25 00		
Brentha	Nipissing O	34 27	25 00		
Brenton	Yarmouth N.S	20 00	25 00		
Brentwood	Simcoe, N.R. O	111 25	50 00		5 00
Brentwood	Colchester N.S	45 21	25 00		
Bresaylor	Sask. Sask	82 25	38 00		
Brewer's Mills	Frontenac O	137 79	48 00		5 00

a Opened 28-6-05. *b* Opened 1-8-05. *c* Opened 1-9-05. *d* Opened 1-10-05. *e* Opened 15-12-05.
*Opened 1-5-06. **Including $25 night allowance. ƒ Including $20 night allowance. † Opened 1-12-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Brewer's Mills	York N.B	17 75	25 00		
Brewster	Huron, S.R O	27 00	25 00		
Brice Hill	Grey, E.R O	20 25	25 00		
Brickley	Northumberland, E.R. O	75 73	28 50		
Brickton	Annapolis N.S	93 00	43 00		2 50
Bridge Creek	Portage la Prairie M	20 00	25 00		
Bridgedale	King's and Albert N.B	34 00	25 00		
Bridge End	Glengarry O	94 83	36 00		
Bridgenorth	Peterborough, W.R. O	206 99	104 00		10 00
Bridgeport	Waterloo, N.R O	230 25	88 00		5 00
Bridgeville	Gaspé Q	41 46	25 00		
Brierscrest	Assa. West Sask	43 11	25 00		
Brierwood	Brandon M	35 50	26 00		
Brigg's Corner	Sunbury & Queen's N.B	37 04	25 00		
Brigham	Brome Q	292 48	125 00	11 00	10 00
Brighton	Digby N.S	160 20	98 00		7 50
Brightside	Lanark, N.R O	16 64	25 00		
Briley's Brook	Antigonishe N.S	24 88	25 00		
Brinkman's Corners	Bruce, N.R O	47 29	25 00		
Brinsley	Middlesex, N.R O	179 55	90 00		10 00
Brisbane	Wellington, S.R. O	30 78	25 00	5 00	
Brisco	Kootenay B.C	64 13	25 00		
Bristol	King's P.E.I	114 66	60 00		5 00
Bristol Mines	Pontiac Q	79 66	32 00		
Bristol Ridge	Pontiac Q	80 96	36 00		
Britainville	Algoma, E.R O	15 00	25 00		
Britannia	Peel O	76 70	36 00		
Britannia Bay	Carleton O	153 22	60 00		
Britannia Mills	Bagot Q	40 25	25 00		
Briton Cove	North Cape Breton & Victoria N.S	40 18	25 00		
Britonville	Terrebonne Q	25 00	25 00	3 00	
Britton	Perth, N.R O	137 83	61 50		5 00
Broadbent	Parry Sound O	77 37	40 00		
Broad Cove (Lunenburg)	Lunenburg N.S	76 88	28 00		
Broad Cove Chapel	Inverness N.S	29 98	25 00	2 00	
Broad Cove Marsh	Inverness N.S	11 00	25 00		
Broadlands	Bonaventure Q	31 16	25 00	3 00	
Broadway	Pictou N.S	18 25	25 00		
Brock Road	Ontario, S.R O	42 27	25 00		
Brocksden	Perth, N.R O	29 58	25 00		
Brockton	Prince P.E.I	11 25	25 00		
Brockway	York N.B	49 75	25 00		
Brodeur	Rouville Q	33 75	25 00		
Brodhagen	Perth, S.R O	140 05	52 00		5 00
Brodie	Glengarry O	66 30	38 00		
Brokenhead	Selkirk M	30 58	25 00		
a Broken Shell	Qu'Appelle Sask	49 55	20 83		
Brome Centre	Brome Q	77 20	32 00		
Bromley	Renfrew, N.R O	31 91	25 00		
Bromley Line	Renfrew, N.R O	64 00	30 00		
Brompton	Richmond & Wolfe Q	28 75	25 00		
Bronson	Hastings, E.R O	35 00	25 00		
Brookbury	Compton Q	18 75	25 00		
Brookdale	Cumberland N.S	35 45	25 00		
Brookdale	Labelle Q	104 33	39 00		
Brooke	Lanark, S.R O	64 26	28 00		
Brookfield	Queen's P.E.I	77 19	25 00		
Brookfield Station	Welland O	216 52	120 00		10 00

a Opened 1-9-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts	$ cts.
Brookholm	Grey, N.R	O 316 75	88 00	5 00	5 00
Brookland	Pictou	N.S 23 50	25 00		
Brooklet	Huntingdon	Q 75 47	25 00		
Brooklyn	King's	P.E.I 30 86	25 00	3 00	
Brooklyn	Yarmouth	N.S 26 00	25 00		
Brooklyn Corner	King's	N.S 90 07	52 00		5 00
Brooklyn Road	Westmoreland	N.B 18 00	25 00		
Brookside	Northumberland, W.R.	O 37 54	25 00		
*Brookside	Halifax	N.S 3 75	18 75		
Brookside	Assa. East	Sask 27 25	25 00		
Brooks Station	Calgary	Alta 177 97	51 66		2 91
Brookton	King's & Albert	N.B 11 00	25 00		
Brookvale	Sunbury & Queen's	N.B 25 90	25 00		
Brookvale	Halifax	N.S 30 25	25 00		
Brook Village	Inverness	N.S 157 23	§64 00	11 00	5 00
Brookville	Cumberland	N.S 18 75	25 00		
Brookville	Pictou	N.S 13 15	25 00		
Brookville	Carleton	N.B 12 00	25 00		
Brookville Station	St. John	N.B 304 00	120 00		10 00
Broomhill	Souris	M 84 42	30 00		
Brophy's	Antigonishe	N.S 10 00	25 00		
Brosseau	Edmonton	Alta 24 20	25 00		
Brosseau Station	Laprairie & Napierville	Q 35 70	26 00		
Brotherston	Perth, N.R	O 14 95	25 00		
c Broughdale	Middlesex, E.R	O 33 00	25 00		
Brouseville	Grenville	O 122 00	34 00		
Brown	Lisgar	M 17 20	25 00		
Brown Hill	York, N.R	O 157 74	62 50	3 00	5 00
b Brown Hill	Stanstead	Q 18 00	8 33		
Brownleigh Place	Drummond & Artha'ka	Q 34 00	25 00		
Brown's Brae	Muskoka	O 92 00	32 00		
Brown's Brook	Cumberland	N.S 18 95	25 00		
Brown's Corners	York, C.R	O 51 33	25 00		
Brown's Flats	King's & Albert	N.B 96 01	38 00		
Brown's Mountain	Antigonishe	N.S 4 00	25 00		
Brownsville	Pictou	N.S 32 00	25 00		
Brownsville	King's & Albert	N.B 19 00	25 00	10 00	
Bru	Souris	M 290 79	120 00		10 00
Brudenell	Renfrew, S.R	O 195 40	84 00	1 50	5 00
Brudenell	King's	P.E.I 32 75	25 00		
Bruederheim	Edmonton	Alta 53 85	39 00		2 50
Brûlé	Colchester	N.S 30 00	25 00		
Brûlé Shore	Colchester	N.S 37 27	25 00		
Brunner	Perth, N.R	O 89 56	44 00		5 00
†Bruno	Humboldt	Sask 20 00	2 08		
Brunswick	Durham	O 29 14	25 00		
Brunkild	Macdonald	M 91 83	32 00		
Bruxelles	Macdonald	M 72 70	30 00		
Bryanston	Middlesex, E.R	O 126 50	60 00		5 00
Bryenton	Northumberland	N.B 100 16	40 00		
Brymer	Victoria	N.B 12 75	25 00		
††Bryon Island	Gaspé	Q 6 00			
Brysonville	Chateauguay	Q 86 45	40 00		
Buchanan	Renfrew, N.R	O 3 00	25 00		
a Buchanan	Mackenzie	Sask 60 25	10 41		
Buckfield	Shelburne & Queen's	N.S 7 00	25 00		
Buck Lake	Frontenac	O 66 50	36 00		
Buckland	Bellechasse	Q 106 89	60 00		5 00

a Opened 1-2-06. *b* Opened 1-3-06. *c* Late Brough. * Closed 1-4-06. § Including $6 night allowance. † Opened 1-6-06. †† Summer Office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ crs.
Bucklaw	North Cape Breton & Victoria, N.S	8 00	§31 00		
d Buctouche Baie	Kent, N.B	5 00	2 08		
Budd Mills	Renfrew, N.R., O	49 25	25 00		
Buffalo	Assa. West, Sask	†7 00			
Buffalo Plains	Assa. East, Sask	26 65	25 00		
Buford	Strathcona, Alta	29 55	25 00		
Bulger	Renfrew, N.R., O	76 00	36 00		
Buller	Victoria et Haliburton, O	9 25	25 00		
Bull Moose Hill	King's & Albert, N.B	9 00	25 00		
Bullockville	Strathcona, Alta	78 88	40 00	8 00	
Bull's Creek	Carleton, N.B	26 65	25 00		
Bulstrode Station	Drum'd & Arthabaska, Q	139 04	54 00		5 00
Bulwer	Compton, Q	154 56	50 00		
d Bulyea	Assa. West, Sask	178 38	*27 73		
a Bunclody	Souris, M	20 56	20 83		
Bunessan	Grey, S.R., O	75 12	30 00		
Bunesville	Mackenzie, Sask	22 95	25 00		
Bungay	Queen's, P.E.I	28 50	25 00		
Bunyan	Lambton, W.R., O	67 56	34 00		
Burden	York, N.B	42 70	25 00		
Bureau du Moulin	Bellechasse, Q	43 00	25 00	3 00	
Burgess Mines	Hastings, E.R., O	33 94	25 00		
Burgoyne	Bruce, N.R., O	140 50	76 00		5 00
Burke	Inverness, N.S	6 00	25 00		
Burk's Corners	Labelle, Q	29 95	25 00		
Burleigh	Peterborough, E.R., O	26 91	25 00		
Burleigh Falls	Peterborough, E.R., O	85 20	36 00		
Burlington	Prince, P.E.I	47 73	25 00		
Burlington	King's, N.S	57 83	25 00	5 00	
Burnaby	New Westminster, B.C	208 20	70 00		5 00
Burnaby	Welland, O	146 47	98 00		10 00
Burnbank	Marquette, M	94 02	66 00	3 00	5 00
Burnbrae	Northumberland, E.R., O	28 20	25 00	3 00	
Burnhamthorpe	Peel, O	114 31	54 00		5 00
Burnhouse	Grey, N.R., O	21 50	25 00		
Burnley	Northumberland, W.R., O	85 39	38 00		
Burns	Perth, N.R., O	46 00	28 00		
Burnside	Portage la Prairie, M	287 11	122 00	3 00	10 00
Burnside	Pictou, N.S	24 73	25 00		
Burnside	Simcoe, E.R., O	15 00	25 00		
Burnstown	Renfrew, S.R., O	117 00	52 00	7 00	5 00
Burnsville	Gloucester, N.B	142 60	79 00		5 00
Burntchurch	Northumberland, N.B	147 48	57 00		2 50
Burntcoat	Hants, N.S	25 14	25 00		
Burnt Lake	Strathcona, Alta	43 47	32 00		
Burnt Land Brook	Victoria, N.B	39 56	25 00		
c Burr	Humboldt, Sask	22 08	8 33		
Burridge	Frontenac, O	94 86	42 00		
Burrills Siding	Three R. & St. Maurice, Q	27 70	47 00		
Burriss	Thunder Bay & Rainy River, O	62 13	25 00		
Burtch	Brantford, O	95 65	48 00		5 00
Burton	Durham, O	28 92	25 00		
Burton	Sunbury & Queen's, N.B	25 07	25 00		
Burton	Prince, P.E.I	19 14	25 00		
Burton	Kootenay, B.C	108 74	32 00		
Burwell Road	Middlesex, W.R., O	64 25	30 50		

a Opened 1-9-05. *d* Opened 16-10-05. *c* Opened 1-3-06. * Including $10 night allowance.
† Credit for new office not yet opened. *d* Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bury's Green	Victoria & Haliburton.O	10 28	25 00		
Bush Glen	Stormont.O	26 00	25 00		
Bute	Megantic.Q	11 70	25 00		
Butler	Sunbury & Queen's..N.B	7 00	25 00		
c Butterton	Assa. West.Sask	12 00	10 41		
Buttonville	York, C.R.O	163 64	50 00		5 00
Buxton	Kent, W.R.O	169 87	72 00		5 00
Byng	Haldimand.O	38 84	30 00		
Byng Inlet North	Parry Sound.O	221 00	86 00		5 00
Byrnedale	Essex, N.R.O	19 00	25 00		
Byrne's Road	King's.P.E.I	13 75	25 00		
Byron	Middlesex, E.R.O	228 50	98 00		10 00
CABANE Ronde	L'Assomption.Q	47 20	25 00		
Cable Head	King's.P.E.I	3 00	25 00		
Cable Head West	King's.P.E.I	14 00	25 00		
Cache Creek	Yale & Cariboo ....B.C	97 00	50 00		5 00
‖ Cacouna South	Témiscouata.Q	30 00	25 00		
a Caderette	Nipissing.O	12 85	10 60		
Cadmus	Durham.O	142 05	100 00		10 00
Cadot	Montcalm.Q	40 71	28 00		
Cæsarea	Durham.O	70 50	30 00		
Cahilty	Yale & Cariboo.....B.C	3 00	25 00		
Cahore	Stormont.O	32 45	25 00		
Cailmount	Assa. East.Sask	52 75	25 00		
Cain's Mountain	North Cape Breton and Victoria.N.S	18 75	25 00		
Cain's River	Northumberland ....N.B	27 23	25 00	2 75	
Cainsville	Brant.O	224 38	98 00		10 00
Caintown	Brockville.O	194 94	82 00	3 00	5 00
Cairngorm	Middlesex, W.R.O	75 10	38 00		
Cairnside	Châteauguay.Q	81 14	36 00		
Caistor Centre	Lincoln.O	95 05	44 00		
Calder	Middlesex, W.R.O	31 23	25 00		
Calderwood	Grey, S.R.O	85 00	56 00		5 00
Caldwell	Peel.O	27 80	25 00		
Caldwell	Pontiac.Q	108 15	36 50		
Caldwell	Alta.Alta	73 90	30 00		
Caldwell's Mills	Lanark, N.R.O	192 03	94 00		10 00
Caledonia	Guysborough.N.S	79 00	*b*54 00	3 00	
Caledonia	Queen's.P.E.I	71 94	40 00	5 00	
Caledonia Mills	Antigonishe.N.S	17 00	25 00		
Caledonia Settlement	King's & Albert.N.B	13 00	25 00		
Calhoun	Westmoreland .....N.B	110 05	53 00		2 50
California	Victoria.N.B	18 00	25 00		
Calmar	Strathcona.Alta	110 45	52 00	6 00	5 00
Calman	Megantic.Q	70 15	25 00		
Calton	Elgin, E.R.O	118 68	44 00		
Calvert	Middlesex, W.R.O	22 55	25 00		
Calvin	Nipissing.O	31 25	25 00		
Camborne	Northumberland, W.R.O.	69 25	28 00		
Cambria	Argenteuil.Q	74 60	36 00		
Cambridge	Russell.O	30 85	25 00		
Cambridge	Sunbury & Queen's..N.B	137 98	58 00	22 00	5 00
Cambridge	Hants.N.S	45 97	25 00		
Cambridge Road	King's.P.E.I	37 70	25 00		
Camel Chute	Renfrew, S.R.O	78 75	25 00		

c Opened 1-2-06. ‖ Summer office. *a* Opened 27-1-06. *b* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Camden	Colchester N.S	36 75	25 00		
Cameron	Victoria & Haliburton O	146 53	60 00		5 00
Cameron's Mills	Kent N.B	24 00	25 00		
Cameron Settlement	Guysborough N.S	25 00	25 00		
Camilla	Dufferin O	144 39	67 00	9 00	5 00
Campania	Dufferin O	13 94	25 00		
Campbell	Inverness N.S	62 80	30 00		
Campbell Creek	Yale & Cariboo B.C	33 83	25 00		
Campbell Mountain	Inverness N.S	9 00	25 00		
Campbell's Corner	Megantic Q	58 92	30 00		
Campbell's Cove	King's P.E.I	33 00	25 00		
Campbell's Cross	Peel O	102 73	42 00		
Campbell Settlement	York N.B	18 63	25 00		
Campbellton	Elgin, W.R O	24 92	28 50		
Campden	Lincoln O	246 11	*b*128 00		10 00
Camperdown	Grey, E.R O	115 08	54 00		5 00
Camperdown	Lunenburg N.S	7 00	25 00		
Camperville	Marquette M	132 50	50 00		5 00
Camp McKinney	Yale Cariboo B.C	23 31	77 50		5 00
Canaan	Yarmouth N.S	8 00	25 00		
Canaan	King's N.S	50 94	28 00		
Canaan	Russell O	68 72	40 00		
Canaan Station	Westmoreland N.B	63 90	25 39	20 00	
Canada Creek	King's N.S	28 75	25 00		
Canard	King's N.S	134 01	67 00		5 00
Canard River	Essex, N.R O	66 79	33 00		
Canboro'	Haldimand O	239 87	108 00		10 00
Cannamore	Stormont O	138 52	62 00		5 00
Cannes	Richmond N.S	112 70	42 00		
Cannifton	Hastings, E.R O	183 65	94 00		10 00
Canning	Oxford, N.R O	45 98	30 50		
Canobie	Gloucester N.B	12 25	25 00		
Canoe Cove	Queen's P.E.I	33 64	25 00		
Canoe Lake	South Cape Breton N.S	9 00	25 00		
Canous	Charlotte N.B	12 00	25 00		
Cantal	Assa, East Sask	33 50	25 00		
Cante	Témiscouata Q	100 57	50 00		5 00
Canterbury	Compton Q	33 00	25 00		
Cantin	Lévis Q	24 91	25 00		
Cantley	Wright Q	109 18	50 00	12 00	5 00
Canton	Durham O	117 05	48 00		5 00
Canton Taché	Chicoutimi & Saguenay Q	32 05	25 00		
Canuta	Two Mountains Q	22 00	25 00		
Canyon	Strathcona Alta	47 27	36 00		
Cap à la Baleine	Rimouski Q	21 25	*c*37 00		
Cap à l'Aigle	Charlevoix Q	219 20	‡117 00	†3 50	10 00
Cap aux Corbeaux	Charlevois. Q	20 00	*31 00		
Cap au Renard	Gaspé Q	6 00	25 00		
Cap aux os	Gaspé Q	37 89	25 00		
*a*Cap d'Espoir	Gaspé Q	177 43	72 00		5 00
Cap des Rosiers	Gaspé Q	44 22	32 00		
Cape Augnet	Richmond N.S	23 50	25 00		
Cape Chin	Bruce, N.R O	26 78	25 00		
Cape Croker	Bruce, N.R O	15 00	25 00		
Cape Dauphin	N. Cape Breton & Victoria N.S	20 00	25 00		
Cape de Moiselle Creek	King's & Albert N.B	46 22	25 00		
Cape d'Or	Cumberland N.S	280 00	32 00		

a Late Cape Despair. *b* Including $24 night duty. *c* Including $12 night allowance. † Including 50c. arrears forward. ‡ Including $25 special salary. * Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cape Egmont	Prince P.E.I	31 11	25 00		
Cape Enrage	King's & Albert N.B	20 73	25 00		
§Cape Fourchu	Yarmouth N.S	41 00	25 00		
Cape George	Antigonishe N.S	18 73	25 00		
Cape George Harbour	Richmond N.S	14 00	25 00		
Cape Negro	Shelburne & Queen's N.S	78 98	35 00	4 00	
Cape Negro Island	Shelburne & Queen's N.S	26 02	25 00		
Cape Rich	Grey, N.R O	14 00	25 00		
Cape Sable Island	Shelburne & Queen's N.S	64 29	32 00		
Cape Sable Island, S side	Shelburne & Queen's N.S	173 36	56 00		5 00
Cape Scott	Comox-Atlin B.C	33 30	25 00		
Cape Spear	Westmoreland N.B	20 00	25 00		
Cape Station	King's & Albert N.B	54 75	32 50		
Cape Tormentine	Westmoreland N.B	113 00	48 00	4 00	5 00
Cape Wolfe	Prince P.E.I	54 96	25 00		
Cap La Ronde	Richmond N.S	11 00	25 00		
Cap Rouge	Inverness N.S	11 00	25 00		
Cap St Ignace Station	Montmagny Q	206 06	70 00		5 00
Cap St Martin	Laval Q	25 73	25 00	12 00	
Capstick	Nth. Cape Breton & Victoria N.S	9 00	25 00		
Capucins	Rimouski Q	40 02	*a*36 00		
Carbon	Calgary Alta	261 38	42 00		
Carden	Victoria & Haliburton O	10 00	25 00		
Cardross	King's P.E.I	19 25	25 00		
Carholme	Norfolk O	55 52	28 00		
Cariboo Gold Mines	Halifax N.S	135 00	88 00		10 00
Cariboo Island	Pictou N.S	14 00	25 00		
Cariboo Islands	Chicoutimi & Saguenay Q	24 50	25 00		
Cariboo Marsh	South Cape Breton N.S	12 40	25 00		
Cariboo River	Pictou N.S	19 00	25 00		
Carillon	Argenteuil Q	289 50	*b*205 00	30 00	10 00
Carleton	Prince P.E.I	57 98	28 00		
Carleton	Yarmouth N.S	175 00	62 00	3 00	5 00
Carleton Centre	Bonaventure Q	120 13	52 00		5 00
Carleton Village	Shelburne & Queen's N.S	48 23	25 00		
Carlin Corners	Argenteuil Q	6 00	25 00		
Carling	Parry Sound O	20 00	25 00		
Carlingford	Victoria N.B	11 25	25 00		
Carlisle	Wentworth O	188 33	76 00		5 00
Carlisle	Carleton N.B	22 50	25 00		
Carlow	Huron, W.R O	147 00	57 00		5 00
Carlow	Carleton N.B	18 75	25 00		
Carlowrie	Provencher M	14 60	25 00		
Carlton	Sask Sask	18 75	25 00		
Carluke	Wentworth O	106 75	50 00		
Carlyon	Simcoe, E.R O	15 54	25 00		
Carmanville	Lennox & Addington O	10 00	25 00		
Carmel	Northumberland, W.R.O	15 00	25 00		
Carmel	Drum'nd & Arthabaska Q	241 27	100 00	13 50	10 00
Carmi	Yale & Cariboo B.C	14 65	25 00		
Carmunnock	Perth, S.R O	24 37	25 00		
Carnegie	Brandon M	193 54	72 00		5 00
Carnarvon	Victoria & Haliburton O	153 14	62 00		5 00
Carnoustie	Assa. East Sask	24 65	25 00		
Caron Brook	Victoria N.B	101 70	42 00	3 00	
Carpenter	Sunbury & Queen's N.B	23 75	25 00		
Carr	Parry Sound O	24 20	25 00		

§ Summer office. *a* Including $6 night allowance. *b* Including $25 special salary and $60 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
a Carroll	Pontiac ..... Q	15 16	25 00		
Carroll's Corners	Halifax ..... N.S	18 00	25 00		
Carrol's Crossing	Northumberland .... N.B	43 65	25 00		
Carr's Brook	Colchester ..... N.S	55 98	*c* 40 00		
Carrville	York, W.R. ..... O	71 20	30 00		
Carson	Yale & Cariboo ..... B.C	166 20	40 00		
Carsonby	Carleton ..... O	81 96	36 00		
Carsonville	King's & Albert .... N.B	11 27	25 00		
Carswell	Renfrew, S.R. ..... O	57 00	28 00		
Carthage	Perth, N.R. ..... O	108 75	54 00		5 00
Carter's Point	King's & Albert. .... N.B	31 96	25 00		
Carterton	Algoma, W.R ..... O	41 82	25 00		
Cartier	Beauharnois ..... Q	20 00	25 00	3 00	
Cartierville	Jacques Cartier ..... Q	100 43	30 00		
Carvell	Carleton ..... N.B	16 21	25 00		
Casault	Montmagny ..... Q	17 00	25 00		
Cascades	Wright ..... Q	132 69	46 00		5 00
Cascades Point	Soulanges ..... Q	159 06	55 00		5 00
Cashel	York, C.R. ..... O	73 04	33 00		
Cashion's Glen	Glengarry ..... O	24 00	25 00		
Cashmere	Middlesex, W.R ..... O	28 52	26 00		
Cashtown	Simcoe, N.R ..... O	58 00	28 00		
Cass Bridge	Dundas ..... O	95 93	36 00		
Cassburn	Prescott ..... O	47 97	28 00		
Cassel	Oxford, N.R ..... O	123 87	56 00		5 00
Cassilis	Northumberland .... N.B	28 94	25 00		
Cassville	Stanstead ..... Q	25 00	25 00		
Castalia	Charlotte ..... N.B	105 88	40 00		
Castaway	Sunbury & Queen's .. N.B	8 49	25 00		
Castile	Renfrew, N.R. ..... O	16 00	25 00		
b Castleavery	Marquette ..... M	12 00	4 16		
Castlebar	Drum'nd & Arthab'ska, Q	104 80	20 80		1 25
Castlederg	Peel ..... O	96 00	40 00		
Castleford	Renfrew, S.R. ..... O	62 37	37 00		
Castleford Station	Renfrew, S.R. ..... O	71 25	40 00	12 00	
Castlegar	Kootenay ..... B.C	138 00	64 00		5 00
Castlemore	Peel ..... O	62 78	28 00		
Castlereagh	Colchester ..... N.S	14 00	25 00		
Catalone	South Cape Breton .. N.S	22 00	25 00	8 00	
Catalone Gut	South Cape Breton .. N.S	22 00	25 00		
Catalone Road	South Cape Breton .. N.S	15 00	25 00		
Cataract	Peel ..... O	125 57	60 00		5 00
Catchacoma	Peterborough, W.R .... O	53 70	28 00		
Cateville	Assa. East ..... Sask	23 50	25 00	1 75	
Cathcart	Brant. ..... O	208 18	94 00		10 00
Caughnawaga	Laprairie & Napierville. Q	335 43	132 00		10 00
Cavan	Durham ..... O	180 55	96 00		10 00
Cavendish	Queen's ..... P.E.I	65 00	32 00		
Cavignac	Bagot ..... Q	38 45	26 50		
Cawood	Pontiac ..... Q	23 00	25 00		
Caxton	Three R. & St. Maurice. Q	11 50	25 00		
Cazaville	Huntingdon ..... Q	265 15	100 00		10 00
Cecebe	Parry Sound ..... O	24 90	25 00		
Cecil	Humboldt ..... Sask	38 73	25 00	4 00	
Cedar	Nanaimo ..... B.C	23 99	25 00		
Cedar Bridge	Leeds ..... O	4 00	25 00		
Cedar Camp	King's & Albert ..... N.B	6 00	25 00		
Cedar Grove	York, C.R. ..... O	114 52	52 00		5 00
Cedar Hill	Lanark, N.R. ..... O	48 96	25 00		

a Late Waltham. *b* Reopened 1-5-'06. *c* Including $10.00 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cedar Lake	Digby, N.S	35 00	25 00		
Cedar Lake	Mackenzie, Sask.	11 50	25 00		
Cedar Mills	Peel, O	17 00	25 00		
Cedars Station	Soulanges, Q	27 00	25 00		
Cedarville	Grey, E.R, O	170 73	62 00		5 00
Cedoux	Qu'Appelle, Sask	14 76	25 00		
Centennial	Inverness, N.S	18 00	25 00		
b Central	Frontenac, O	6 00	10 41		
Central Argyle	Yarmouth, N.S	134 65	58 00		5 00
Central Bedeque	Prince, P.E.I	163 10	60 00	4 00	5 00
Central Blissville	Sunbury & Queen's, N.B	131 67	48 00		5 00
Central Cambridge	Sunbury & Queen's, N.B	24 18	25 00		
Central Chebogue	Yarmouth, N.S	35 00	25 00		
Central Clarence	Annapolis, N.S	87 80	28 00		
Central Grove	Digby, N.S	43 40	*c* 31 00		
Central Hampstead	Sunbury et Queen's, N.B	115 50	48 00	5 00	5 00
Central Haynesville	York, N.B	20 88	25 00		
Central Keswick Ridge	York, N B	15 50	25 00		
Central Kingsclear	York, N.B	42 30	25 00		
Central New Annan	Colchester, N.S	45 68	25 00		
Central North River	Colchester, N.S	10 00	25 00		
Central Norton	King's et Albert, N.B	11 50	25 00		
Central Onslow	Colchester, N.S	70 97	36 00		
Central Waterville	York, N.B	18 73	25 00		
Central Wood Harbour	Shelburne & Queen's, N.S	31 44	25 00		
Centre Acadie	Kent, N.B	36 00	25 00		
Centre Augusta	Grenville, O	15 00	25 00		
Centredale	Pictou, N.S	11 25	25 00		
a Centre Dummer	Peterboro, E.R, O	26 00	18 75		
Centre Hampton	King's & Albert, N.B	18 60	25 00		
Centre Musquodoboit	Halifax, N.S	265 52	30 00		
Centreton	Northumberland, W.R.O	181 00	81 00		5 00
Centreton	King's & Albert, N.B	4 50	25 00		
Centre Village	Westmoreland, N.B	12 25	25 00		
Centreville	Digby, N.S	274 75	106 00		10 00
Centreville East	Inverness, N.S	58 86	27 25		
Chacoura	Maskinongé, Q	22 75	25 00		
Chaffey's Locks	Leeds, O	361 45	132 00		15 00
Chamberlain	Assa. West, Sask	165 08	44 00		5 00
Chambers	Lennox & Addington, O	31 20	25 00		
Chambers Settlement	King's & Albert, N.B	4 00	25 00		
Chambord	Victoria, N.B	40 00	25 00		
Chambord Junction	Chicoutimi & Saguenay, Q	160 85	66 00		5 00
Champigny	Quebec, Q	64 98	40 00		
Chance Harbour	St. John, N.B	46 98	25 00		
Chance Harbour	Pictou, N.S	11 00	25 00		
Chandonnet	Megantic, Q	10 33	25 00		
Chandos	Peterborough, E.R, O	12 73	25 00		
Channell	Brome, Q	41 75	25 00		
Chantelle	Montcalm, Q	5 00	25 00		
Chantler	Welland, O	104 05	49 00		2 50
Chantry	Leeds, O	182 92	85 00		5 00
Chaplin	Halifax, N.S	14 50	25 00		
Chapman	Hastings, E.R, O	61 86	36 00		
Chapman	Westmoreland, N.B	42 96	25 00		
Chapman Settlement	Cumberland, N.S	26 90	25 00		
Chard	Prescott, O	23 67	25 00		
Chapple	Thunder Bay & Rainy River, O	14 25	25 00		

a Opened 1-10-'05. *b* Opened 1-2-'06. *c* Including $ 6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Charlecote	Durham O	26 00	25 00		
Charlemont	Lambton, W.R. O	65 50	25 00		
Charlesbourg West	Quebec Q	34 45	25 00		
Charleston	Brockville O	120 00	44 00		5 00
Charleston	Carleton N.B	12 48	25 00		
Charleston	Shelburne & Queen's N.S	49 25	25 00		
Charleville	Grenville O	27 25	25 00		
Charlos Cove	Guysborough N.S	65 25	25 00		
Charlo Station	Restigouche N.B	237 65	96 00	5 00	10 00
Charnwood	King's P.E.I	13 00	25 00		
Charrington	Compton Q	9 25	25 00		
Charteris	Pontiac Q	56 93	30 00	8 00	
Chartersville	Westmoreland N.B	5 00	25 00		
Chartrand	Russell O	32 95	25 00		
Chase Corners	Peterboro, E.R. O	95 00	25 00		
Chaswood	Halifax N.S	109 14	56 00		5 00
Chatboro'	Argenteuil Q	18 75	25 00		
Chater	Brandon M	189 48	82 00		5 00
Chatfield	Dauphin M	46 22	25 00		
Chatillon	Yamaska Q	58 64	25 00		
Chatterton	Hastings, W.R. O	41 33	25 00		
Chaudiere Basin	Lévis Q	58 15	60 00		5 00
Chaudiere Curve	Lévis Q	210 85	100 00		10 00
Chaudiere Mills	Lévis Q	189 76	64 00		5 00
Chaudiere Station	Lévis Q	51 25	26 50		
Chaumont	Lotbinière Q	20 95	25 00		
Cheadle	Calgary Alta	100 85	62 00		5 00
Cheam	New Westminster B.C	15 00	25 00		
Chebogue Point	Yarmouth N.S	41 00	25 00		
Cheddar	Victoria & Haliburton O	24 20	25 00		
Chedoke	Wentworth O	46 00	25 00		
Chegoggin	Yarmouth N.S	48 00	25 00		
Chellwood	Sask. Sask	64 60	32 00		
Chelmsford	Northumberland N.B	46 65	28 00		
Chelsea	Lunenburg N.S	31 63	25 00		
a Chelsea Green	Middlesex, E.R. O	32 00	25 00		
Chelton	Prince P.E.I	14 75	25 00		
Chemical Road	King's & Albert N.B	7 00	25 00		
Chemin Taché	Témiscouata Q	124 51	78 00		5 00
Cheney Settlement	King's & Albert N.B	6 25	25 00		
Cheney Station	Russell O	73 09	32 00		
Chenier	Wright Q	25 25	25 00		
Chepstow	King's P.E.I	10 00	25 00		
Chepstow	Bruce, S.R. O	241 91	92 00		10 00
Chering	Qu'Appelle Sask	46 60	25 00		
Cherryfield	Lunenburg N.S	44 25	25 00	3 00	
Cherryfield	Westmoreland N.B	9 25	25 00		
Cherry Grove	King's P.E.I	9 55	25 00		
Cherry Grove	Middlesex, E.R. O	28 25	25 00		
Cherry Hill	Lunenburg N.S	40 00	25 00		
Cherry Hill	King's P.E.I	5 00	25 00		
Cherry River	Sherbrooke Q	55 25	25 00		
Cherry Vale	Sunbury & Queen's N.B	28 00	25 00		
Cherry Valley	Prince Edward O	199 00	92 00		10 00
Cherry Valley	Queen's P.E.I	45 00	28 00	7 00	
Cherry Valley South	Queen's P.E.I	21 55	25 00		
Cherrywood	Ontario, S.R. O	100 00	46 00		5 00
Chester	Carleton N.B	11 25	25 00		
Chesterfield	Oxford, N.R. O	290 82	112 00		10 00

a Opened 1-1-06

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Chester Grant	Lunenburg N.S	20 75	25 00		
Chester North	Drum'nd & Arthabaska Q	20 00	25 00		
Chesterwold	Strathcona Alta	67 18	25 00		
Cheticamp	Inverness N.S	16 00	25 00		
d Chezacut	Yale & Cariboo B.C	15 00	2 08		
Chichester	Pontiac Q	114 36	48 00	2 00	5 00
Chickney	Qu'Appelle Sask	21 91	102 00		10 00
Chicot	Berthier Q	162 21	78 00		5 00
b Chigwell	Strathcona Alta	31 70	4 16		
Chilcoten	Yale & Cariboo B.C	164 29	63 00		5 00
Chimney Corner	Inverness N.S	6 05	25 00		
a China Creek	Kootenay B.C	42 00	6 25		
China Point	Queen's P.E.I	20 50	25 00		
b Chipman	Edmonton Alta	50 00	4 16		
Chipman's Brook	King's N.S	9 59	25 00		
Chipman's Corners	King's N.S	35 25	25 00		
Chippawa Hill	Bruce, N.R O	70 48	44 00		
Chiselhurst	Huron, S.R O	81 98	30 00		
Chisholm	Prince Edward O	94 50	32 00		
Chiswick	Nipissing O	13 00	25 00		
Chlorydormes	Gaspé Q	73 36	*c*45 33		
Chocolate Cove	Charlotte N.B	35 00	25 00		
Chortitz	Provencher M	68 60	36 00		
Christian Island	Muskoka O	60 14	25 00		
Christies	York N.B	14 25	25 00		
Christieville	Argenteuil Q	74 80	25 00		
Christina	Middlesex, W.R O	62 40	28 00		
Christy's Lake	Lanark, S.R O	27 84	25 00		
d Chrysotile	Richmond & Wolfe Q	10 00	2 08		
Church Hill	King's & Albert N.B	20 00	25 00		
Churchill	Prince P.E.I	19 00	25 00	5 00	
Church Over	Shelburne & Queen's N.S	62 64	25 00		
Church Street	King's N.S	146 03	63 00		5 00
Churchville	Peel O	75 94	35 00		
Churchville	Pictou N.S	29 00	25 00		
Chute aux Bleuets	Labelle Q	55 42	25 00		
Chutes Peribonka	Chicoutimi & Saguenay Q	27 20	25 00		
Chute Ste. Ursule	Maskinongé Q	35 50	25 00		
City View	Carleton O	124 47	50 00		5 00
Clachan	Kent, E.R O	225 20	70 00		5 00
a Clair	Humboldt Sask	25 00	6 25		
Clairvaux de Bagot	Bagot Q	69 25	42 00		
Clairvaux de Charlevoix	Charlevoix Q	19 03	25 00		
Clairville	Kent N.B	27 59	25 00		
Clam Bay	Halifax N.S	20 37	25 00		
Clam Harbour	Halifax N.S	114 25	42 00		
Clam Point	Shelburne & Queen's N.S	13 00	25 00		
Clanbrassil	Haldimand O	140 00	68 00		5 00
Clandeboye	Selkirk M	83 45	32 00	8 00	
Clanricarde	Peterborough, E.R O	28 27	25 00		
Clapham	Megantic Q	24 20	25 00	5 00	
Clappison's Corners	Wentworth O	23 50	25 00		
e Clare	Wellington, N.R O	6 00			
Claremont	Cumberland N.S	19 88	25 00		
Clarendon Station	Frontenac O	156 04	70 00		5 00
Clarendon Station	Sunbury & Queen's N.B	97 00	36 00		
Clareview	Lennox & Addington O	17 00	25 00		
Clarina	Peterborough, E.R O	48 73	25 00		

a Opened 1-4-06. *b* Opened 1-5-06. *c* Including $9.33 night allowance. *d* Opened 1-6-06.
e Opened 11-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Clarkleigh	Dauphin...M	41 45	28 00	22 50	
Clark's Corners	Sunbury & Queen's..N.B	14 65	25 00		
Clark's Crossing	Sask...Sask	55 30	25 00		
Clark's Road	South Cape Breton..N.S	11 00	25 00		
Clarksville	Hants...N.S	79 90	28 00		
Clarktown	Queen's...P.E.I	21 65	25 00		
Clarkstown	Russell...O	13 25	28 00		
Clarkville	York...N.B	14 25	25 00		
Claude	Peel...O	101 00	48 00		2 50
Claverhouse	Inverness...N.S	10 20	25 00		
Clavering	Grey, NR...O	129 82	66 00		5 00
Claxton	Comox-Atlin...B.C	76 90	49 00		2 50
Clay Bank	Renfrew, S.R...O	51 39	25 00		
Clayton	New Westminster...B.C	128 85	51 00		2 50
Clear Lake	Muskoka...O	96 06	34 00		
*a*Clearland	Lunenburg...N.S	10 00	20 83		
Clear Springs	King's...P.E.I	12 75	25 00		
Clear Springs	Provencher...M	43 38	38 00		
Clear View	Carleton...N.B	39 60	28 00		
Clearville	Kent, E.R...O	73 70	30 00		
Cleland Corners	Yarmouth...N.S	13 25	25 00		
Clement	Wright...Q	31 18	25 00		
Clermont	Prince...P.E.I	12 00	25 00		
Clevelands	King's & Albert...N.B	10 00	25 00		
Clifton	Gloucester...N.B	76 57	44 00	3 00	5 00
Clifton	Colchester...N.S	27 75	25 00		
Clinch's Mills	St. John...N.B	75 21	33 00		5 00
Clinton	Queen's...P.E.I	44 90	25 00		
Clones	Sunbury & Queen's..N.B	28 75	25 00		
Clontarf	Renfrew, S.R...O	33 00	25 00		
Cloudslee	Algoma, E.R...O	12 00	25 00		
Clover Bar	Edmonton...Alta	129 20	55 00		5 00
Cloverdale	Colchester...N.S	2 00	25 00		
Cloverdale East	Carleton...N.B	12 00	25 00		
Cloverdale	Carleton...N.B	32 25	25 00		
Clover Hill	King's & Albert...N.B	45 25	25 00		
Clover Valley	Bruce, S.R...O	11 00	25 00		
Clover Valley	New Westminster...B.C	42 64	25 00		
Cloverville	Antigonishe...N.S	2 00	25 00		
Club Landing	Kootenay...B.C	†10 00			
Clumber	Assa. East...Sask	30 94	25 00		
Clyde	Wentworth...O	75 00	38 00		
Clyde River	Queen's...P.E.I	40 00	25 00		
Clyde's Corners	Huntingdon...Q	33 21	25 00		
Clydesdale	Peterborough, E.R...O	76 74	30 00		
Clyde Station	Queen's...P.E.I	7 00	25 00		
Clydesvale	Colchester...N.S	9 76	25 00		
Coady Settlement	Inverness...N.S	2 25	25 00		
Coal Banks	Strathcona...Alta	21 31	25 00	2 00	
Coal Branch-Station	Kent...N.B	117 68	65 00	*b* 5 22	5 00
Coalburn	Pictou...N.S	45 50	46 00		5 00
Coal Creek	Sunbury & Queen's..N.B	79 73	36 00	5 00	
Coal Mines	Sunbury & Queen's..N.B	8 00	25 00		
Coates' Mills	Kent...N.B	34 95	25 00	3 00	
Cobble Hill	Middlesex, E.R...O	21 00	25 00		
Coburn	York...N.B	99 15	50 00		5 00
Cocagne Cape	Kent...N.B	26 96	25 00		
Cochran's Lake	South Cape Breton..N.S	5 00	25 00		

a Opened 1-9-05. † Credit for new office not yet opened. *b* Including 22c. arrears forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Coddle's Harbour	Guysborough N.S	18 00	25 00		
Coffey's Corners	Huntingdon Q	14 50	25 00	4 00	
Coffinscroft	Shelburne & Queen's. N.S	22 00	25 00		
Cogmagun River	Hants N.S	25 00	25 00		
Colbeck	Dufferin O	77 79	47 00		
Colbert	Portneuf Q	17 69	25 00		
Colchester	Essex, S.R. O	136 59	47 00		2 50
Cold Springs	Dauphin M	34 16	25 00		
Cold Springs	Northumberland, W.R. O	176 74	90 00		10 00
Coldstream	Colchester N.S	14 00	25 00		
Coldstream East	Carleton N.B	24 98	25 00		
Colebrook	Lennox & Addington O	309 39	94 00		10 00
Cole Harbour	Guysborough N.S	71 00	36 00		
Cole Harbour-Road	Halifax N.S	2 00	25 00		
Cole Lake	Frontenac O	49 00	25 00		
Coleman Corner	King's & Albert N.B	4 00	25 00		
Coleman	Alberta Alta	1,063 86	*b*406 00		75 00
Colenso	Grey, N.R. O	12 00	25 00		
Coleraine	Peel O	70 05	28 00		
Coleraine Station	Megantic Q	119 95	40 69	1 75	2 50
Coleridge	Assa. West Alta	62 46	32 00		
Cole's Island	Sunbury & Queen's. N.B	94 88	60 00	5 00	5 00
Colgan	Simcoe, S.R. O	76 70	35 00		
Colinville	Lambton, W.R. O	65 87	33 00		
College Bridge	Westmoreland N.B	157 59	80 00		5 00
College Grant	Antigonishe N.S	12 00	25 00		
Collegeville	Antigonishe N.S	20 50	25 00		
Collette	Northumberland N.B	19 00	25 00		
Collfield	Pontiac Q	27 00	25 00		
Collin's Inlet	Algoma, E.R. O	306 95	131 00		12 50
Colpitts	King's & Albert N.B	35 78	25 00		
Colquhoun	Dundas O	49 68	25 00		
Colquitz	Vancouver B.C	115 68	54 00		5 00
Colwell	Simcoe, S.R. O	35 05	25 00		
Colwood	Nanaimo B.C	30 00	25 00		
Comeau's Hill	Yarmouth N.S	23 50	25 00		
Comeauville	Digby N.S	95 17	42 00		
Comet	Essex, S.R. O	32 00	25 00		
Comin's Mills	Compton Q	30 00	25 00		
Commanda	Parry Sound O	104 89	70 00	11 00	5 00
Commercial Cross	King's P.E.I	44 00	25 00		
Como	Vaudreuil Q	212 36	92 00		10 00
Compton Station	Compton Q	142 25	47 00		
Conboyville	Brant O	18 00	25 00		
Concession	Digby N.S	111 20	38 00		
Concord	Pictou N.S	7 00	25 00		
Concord	York, C.R. O	153 91	60 00		5 00
Condie	Assa. West Sask	339 96	120 00		10 00
Condon Settlement	King's N.S	7 00	25 00		
Coningsby	Wellington, S.R. O	33 65	25 00		
Conjuring Creek	Strathcona Alta	61 28	34 00		
Connaught	Dundas O	25 25	25 00		
Connell	Carleton N.B	57 79	29 50		
Connor	Simcoe, S.R. O	140 14	66 00		5 00
Connor	Victoria N.B	177 28	80 00		5 00
Conn's Mills	Cumberland N.S	65 64	30 00		
Conover	Dufferin O	30 96	25 00		
Conquerall Banks	Lunenburg N.S	41 00	25 00		

b Including $16 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Conquerall Mills	Lunenburg N.S	34 23	25 00		
Conroy	Perth, S.R O	7 00	25 00		
Constance	Huron, W.R. O	142 91	72 00		5 00
Conway	Lennox & Addington O	142 00	60 00		5 00
Conway Station	Prince P.E.I	69 42	47 00		2 50
Cocoocache	Champlain Q	6 00	25 00		
a Cooking Lake	Strathcona Alta	43 19	22 91		
Cook's Brook	Halifax N.S	57 24	28 00		
Cook's Cove	Guysborough N.S	32 92	25 00		
Cook's Creek	Selkirk M	77 65	40 00		
Cookville	Westmoreland N.B	19 95	25 00		
Cooper	Hastings, E.R. O	118 40	40 00	4 00	
Cooper's Falls	Ontario, N.R. O	46 91	48 00		
Copenhagen	Elgin, E.R O	77 94	36 00		
Cope's Falls	Victoria & Haliburton O	13 25	25 00		
Copley	Souris M	30 00	30 00		
b Copp	Renfrew, S.R O	8 28	7 26		
Copperfield	Megantic Q	3 00	25 00		
Copper Lake	Antigonishe N.S	35 23	25 00		
Coquitlam	New Westminster B.C	179 87	112 00		10 00
Coral	Northumberland, W.R. O	22 00	25 00		
*Corbeil	Nipissing O	10 00	25 00		
Corberrie	Digby N.S	50 72	25 00		
Corbett	Huron, E.R O	69 10	36 00		
Corbin	Huntingdon Q	52 50	25 00	5 00	
Corbyville	Hastings, E.R O	213 25	80 00		5 00
Cordova	Marquette M	23 52	25 00		
c Corey	Sunbury & Queen's N.B	11 00	13 65		
†Corkery	Carleton O	28 65	25 00		
Cork Station	York N.B	38 07	25 00		
Corliss	Stanstead Q	23 00	25 00		
Cormac	Renfrew, S.R O	30 00	25 00		
Cormier's Cove	Westmoreland N.B	9 00	25 00		
Cormier Village	Westmoreland N.B	23 65	25 00		
Cormierville	Kent N.B	30 00	25 00		
Cornell	Oxford, S.R O	155 00	76 00		5 00
Corner of the Beach	Gaspé Q	136 70	**74 00		5 00
Corn-Hill	King's & Albert N.B	63 75	25 00		
Cornwall	Queen's P.E.I	80 21	42 00		
Cornwall Centre	Stormont O	46 00	25 00		
Coronation	Victoria N.B	14 00	25 00		
Corraville	King's P.E.I	9 00	25 00		
Corris	Richmond & Wolfe Q	37 25	27 50		
Corson's Siding	Victoria & Haliburton O	105 10	94 00	8 33	10 00
Corwhin	Wellington, S.R O	99 25	48 00		5 00
Cortez Island	Comox-Atlin B.C	24 20	25 00		
Costigan	Victoria N.B	6 25	25 00		
Côte	Mackenzie Sask	39 00	25 00		
Coteau Station	Soulanges Q	318 99	156 00		15 00
Côte des Corbeil	Two Mountains Q	21 75	25 00		
Côte des Neiges	Jacques Cartier Q	375 20	148 00		15 00
Côte des Neiges West	Jacques Cartier Q	104 25	25 00		
Côte des Perron	Laval Q	15 50	25 00		
Côte Double	Two Mountains Q	25 50	25 00		
Côte des Pères	Quebec Q	199 92	68 00		5 00
Côté's Mills	Richmond & Wolfe Q	18 45	25 00		
Côte Rouge	Two Mountains Q	34 25	25 00		

a Opened 1-8-05. *b* Closed 15-10-05. *c* Opened 15-12-05. *Late Grit. **Including $20 night duty.
†Late West Huntley.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Côte St. Emmanuel	Soulanges, Q	71 18	25 00		
Côte St. Joseph	Richmond & Wolfe, Q	24 50	25 00		
Côte St. Léonard	Laval, Q	3 00	25 00		
Côte St. Louis	Maisonneuve, Q	§	§		
Côte St. Michel	Laval, Q	31 73	25 00		
Côte St. Pierre	Labelle, Q	86 06	36 00		
Côte St. Thérèse	Laprairie & Napierville, Q	30 00	25 00		
Côte St. Vincent	Two Mountains, Q	13 00	25 00		
Côte Visitation	Maisonneuve, Q	80 64	28 00		
Cotham	Assa. East, Sask	25 70	25 00		
Cotswold	Wellington, N.R., O	56 44	30 00		
Cottesloe	Peterborough, E.R., O	37 02	25 00		
Cottonwood	Assa. West, Sask	42 13	25 00		
Cottonwood	Yale & Cariboo, B.C	90 59	25 00		
Coughlan	Northumberland, N.B	44 42	25 00		
Coulee	Assa. West, Sask	70 85	34 00	4 00	
Coulombe	Dorchester, Q	52 92	36 00		
Coulson	Simcoe, N.R., O	120 97	30 00		
Coulter	Souris, Man	128 19	*c* 52 90	10 00	
Coultervale	Souris, M	36 23	26 00		
Country Harbour Mines	Guysborough, N.S	80 46	*b* 41 00		
Courtice	Durham, O	88 00	44 00		
Cousineau	Wright, Q	28 95	25 00		
Coutts	Alta, Alta	115 91	58 00		2 50
Couttsville	Nipissing, O	28 50	25 00		
a Couturval	Rimouski, Q	46 25	18 75		
Covehead Road	Queen's, P.E.I	8 50	25 00		
Coventry	Peel, O	14 00	25 00		
Coverdale	King's & Albert, N.B	23 00	25 00		
Cove Road	Colchester, N.S	86 00	*b* 41 00		
Covey Hill	Huntingdon, Q	68 20	32 00		
Cowal	Elgin, W.R., O	82 15	41 00		2 50
Cowan Creek	Gloucester, N.B	27 50	25 00		
Cowan's	Huntingdon, Q	24 20	25 00		
Cow Bay	Halifax, N.S	20 00	25 00		
Cowichan Lake	Nanaimo, B.C	49 65	30 00		
Cowichan Station	Nanaimo, B.C	271 78	94 00		10 00
Coxby	Humboldt, Sask	22 00	25 00	3 00	
Coxheath	South Cape Breton, N.S	38 50	25 00		
Cox's Point	Sunbury & Queen's, N.B	24 21	25 00		
c Crabtree Mills	Joliette, Q	12 00	2 08		
Cracroft	Comox-Atlin, B.C	122 34	25 00		
d Craig	Strathcona, Alta	14 00	22 91		
Craigie Lea	Muskoka, O	86 64	34 00		
Craigleith	Grey, E.R., O	79 98	32 00		
Craigmore	Inverness, N.S	7 50	25 00		
Craigsholme	Wellington, N.R., O	24 96	25 00		
Craig's Road Station	Lévis, Q	36 00	36 00	18 00	
Craigvale	Simcoe, S.R., O	213 38	102 00		10 00
Crampton	Middlesex, N.R., O	118 45	58 00		5 00
Cranberry	Megantic, Q	24 82	25 00		
Cranbourne	Dorchester, Q	20 17	25 00		
Crandall Road	Inverness, N.S	15 00	25 00		
Crane Lake	Assa. West, Sask	177 95	75 00		5 00
Cranston	Haldimand, O	52 76	25 00		
Cranton Section	Inverness, N.S	31 82	25 00		

§ For Revenue, etc., *see* Appendix C under Montreal Sub-offices, etc. *a* Opened 1-10-05. *b* Including $6 night allowance. *c* Including $12.90 night allowance of which 90c. is arrears. *e* Opened 1 6-0
d Opened 1-8-'05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cranworth	Leeds O	8 23	25 00		
Crapaud	Queen's P.E.I	216 88	98 00	5 00	10 00
Crathie	Middlesex, N.R O	7 00	25 00		
Crawford	Grey, S.R O	38 00	25 00		
Crawford Bay	Kootenay B.C	38 86	25 00		
Credit Forks	Peel O	105 76	58 00		5 00
Crediton East	Huron, S.R O	174 94	90 00		10 00
Creeford	Brandon M	36 18	25 00		
Creek Bank	Wellington, N.R O	59 62	28 00		
Creemorne	Pontiac Q	24 98	25 00		
Creighton	Simcoe, E.R O	66 70	28 00		
Creighton Valley	Yale & Cariboo B.C	31 20	25 00		
Creignish Rear	Inverness N.S.	6 00	25 00		
Cremona	Calgary Alta	§7 00			
a Crescent	Souris M	11 25	25 00		
Crescent Beach	Lunenburg N.S	37 96	25 00		
Crescent Lake	Assa. East Sask	40 00	25 00		
† Cressman	Humboldt Sask	87 08	8 33		
Cresswell	Victoria & Haliburton O	109 41	56 00	*d* 3 13	5 00
Cressy	Prince Edward O	44 46	25 00		
Crewe	Marquette M	31 83	25 00		
Crewe	Huron, W.R O	20 00	25 00		
Crewson's Corners	Wellington, S.R O	46 92	25 00		
Crieff	Wellington, S.R O	51 96	25 00		
Crinan	Elgin, W.R O	45 50	27 50		
Crockett	Victoria N.B	71 93	32 00		
Croft	Antigonishe N.S	6 00	25 00		
Crofton	Prince Edward O	44 06	28 00		
Cromar	Lambton, W.R O	114 20	40 00		
Cromarty	Perth, S.R O	151 70	84 00		5 00
Cromwell	Selkirk M	8 55	25 00		
c Crooked River	Mackenzie Sask	191 00	19 51		
Crosby	Leeds O	233 02	90 00		7 50
Crossbury	Compton Q	21 00	26 50		
† Crossburn	Annapolis N.S	150 00	8 33		
Crosshill	Waterloo, N.R O	112 00	52 00		5 00
Cross Lake	Nipissing O	13 00	25 00		
Crossland	Simcoe, N.R O	83 85	30 00		
Crosspoint	Bonaventure Q	53 00	36 00	16 00	
Cross Roads, Country-Harbour	Guysborough N.S	246 14	*160 00	11 00	10 00
Cross Roads, Leitche's-Creek	North Cape Breton and Victoria N.S	81 00	40 00	9 00	
Cross Roads	Queen's P.E.I	14 00	25 00		
Cross Roads, Mid.-Melford	Guysborough N.S	39 00	25 00		
Cross Roads, Ohio	Antigonishe N.S	50 15	25 00	3 00	
Cross Roads, St. George's Channel	Richmond N.S	22 21	‡31 00		
Croton	Kent, E.R O	98 12	44 00		
Crouse Town	Lunenburg N.S	19 50	25 00		
Crowel	Shelburne & Queen's N.S	150 20	58 00		5 00
Crowe's Mills	Colchester N.S	5 00	25 00		
†† Crowfoot	Calgary Alta	50 70	18 75		
Crow Lake	Frontenac O	20 89	25 00		
Crowland	Welland O	73 54	28 00		
Crown Hill	Simcoe, N.R O	71 00	40 00		
b Crown Point (sub-office)	Wentworth O	**	**		
Crow's Nest	Guysborough N.S	5 00	25 00		

a Late Sinclair. *c* Opened 20-9-'05. † Opened 1-3-06. *d* Including 13 cts. arrears forward[1]
* Including $44 night allowance. §Credit for new office not yet opened. *b* Opened 10-10-'05. †† Closed 31-3-06. **For Revenue, etc., see Appendix C, under Hamilton suboffices. ‡ Including $6 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Crow's Nest	Kootenay.....B.C	16 00	45 50	.....	2 50
Croydon	Addington & Lennox..O	100 60	38 00	.....	.....
Cruickshank	Grey, N.R.....O	23 00	25 00	.....	.....
Crumlin	Middlesex, E.R .....O	90 36	38 00	.....	.....
§Crystal Beach	Welland.....O	258 05	36 00	.....	.....
Crystal Falls	Argenteuil .....Q	52 00	30 00	.....	.....
Crystal Spring	Assa. East.....Sask	54 26	25 00	.....	.....
Culdaff	Dorchester.....Q	37 80	27 50	.....	.....
Culloden	Oxford, S.R.....O	183 83	70 00	.....	5 00
Culloden	Digby .....N.S	15 00	25 00	.....	.....
Cullton	Renfrew, S.R .....O	35 00	25 00	.....	.....
Culross	Macdonald.....M	115 00	54 00	.....	5 00
Cultus	Norfolk.....O	118 50	55 00	.....	5 00
Cumberland Bay	Sunbury & Queen's..N.B	149 06	64 00	10 00	5 00
† Cumberland	Queen's ..... P.E.I	7 40	8 33	.....	.....
Cumberland House	Mackenzie .....Sask	45 38	25 00	.....	.....
Cumberland Mills	Beauce.....Q	38 40	25 00	.....	.....
Cumberland Point	Sunbury & Queen's..N.B	12 98	25 00	.....	.....
Cummings' Cove	Charlotte.....N.B	23 50	25 00	.....	.....
Cumming's Mountain	Pictou..... N.S	11 00	25 00	.....	.....
Cumnock	Wellington, S.R.....O	50 00	25 00	.....	.....
Cundles	Simcoe, N.R.....O	38 00	25 00	.....	.....
d Cupar	Assa. West.....Sask	718 15	‡98 00	.....	5 00
b Curnow	Yale & Cariboo .....B.C	49 00	10 42	.....	.....
Currieburg	York..... N.B	30 71	25 00	.....	.....
Currie's Crossing	Oxford, S.R.....O	103 41	44 00	.....	5 00
Curry Hill	Glengarry..... O	16 50	25 00	.....	.....
Curryville	King's & Albert.....N.B	46 75	25 00	.....	.....
Curt Hill	Assa. East .....Sask	5 00	25 00	.....	.....
Curve Lake	Peterborough, W. R....O	12 50	25 00	.....	.....
Curzon	Humboldt.....Sask	57 45	25 00	.....	.....
Cushendall	Frontenac..... O	10 00	25 00	.....	.....
Cushing	Argenteuil.....Q	217 69	81 00	36 00	5 00
Cut Bank	Alta.....Alta	31 38	28 50	.....	.....
Cuthbert	Lambton, W.R.....O	23 89	25 00	.....	.....
c Cut Knife	Sask ..... Sask	62 75	16 67	.....	.....
Cymbria	Queen's..... P.E.I	22 25	25 00	.....	.....
Cypress	Assa. West.....Sask	19 20	25 00	.....	.....
DACRE	Renfrew, S.R.....O	191 55	88 00	28 00	5 00
Dacotah	Macdonald.....M	49 35	28 00	.....	.....
Daigle	Victoria .....N B	18 67	25 00	.....	.....
e Dale	Durham .....O	28 75	14 58	.....	.....
Dale	King's.....N.S	22 26	25 00	.....	.....
Dalesboro'	Assa. East.....Sask	12 00	25 00	3 00	.....
Dalesville	Argenteuil.....Q	140 75	60 00	11 00	5 00
Dalhousie East	King's .....N.S	110 73	48 00	12 00	5 00
Dalhousie Junction	Restigouche.....N.B	84 88	44 00	3 00	.....
Dalhousie Lake	Lanark, N.R.....O	60 13	25 00	.....	.....
Dalhousie Mills	Glengarry .....O	72 30	42 00	.....	.....
Dalhousie Road	Lunenburg.....N.S	85 99	28 00	3 00	.....
Dalhousie Settlement	Pictou.....N.S	37 15	*31 00	.....	.....
Dalhousie Station	Soulanges.....Q	324 30	120 00	.....	10 00
Dalhousie West	Annapolis.....N.S	35 79	25 00	.....	.....
Dalibaire	Rimouski.....Q	110 87	**64 00	.....	5 00

b Opened 1-11-'05, closed 1-4-'06. *c* Opened 1-11-'05. *d* Late Dalrymple. *e* Re-opened 1-12-05.
§ Summer office. * Including $6 night allowance. † Opened 1-3-06. ‡ Including $10 night allowance.
** Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dalkeith	Glengarry, O	186 55	95 00		10 00
Dalling	Shefford, Q	18 75	25 00		
Dalmeny	Russell, O	118 70	44 00		
Dalrymple	Victoria & Haliburton, O	78 59	30 00	3 00	
Dalston	Simcoe, N.R., O	144 53	66 00		5 00
Daly	Brandon, M	11 09	25 00		
Damascus	Wellington, N.R., O	89 95	44 00		
Damascus	King's, N.B	5 50	25 00		
Danby	Drum'nd & Arthabaska, Q	62 50	36 00	14 00	
a Dam Creek	Algoma, W.R., O	101 90	20 83		
c Dana	Humboldt, Sask	84 10	10 41		
Danesville	Shelburne & Queen's, N.S	6 00	25 00		
Danford Lake	Pontiac, Q	114 70	42 00	3 00	
Danforth	York, C.R., O	27 85	25 00		
Daniel	Sunbury & Queen's, N.B	34 00	25 00		
Daniston	Russell, O	36 23	25 00		
Dante	Kent, E.R., O	82 96	44 00		
Danvers	Digby, N.S	26 94	25 00		
Danvers	Marquette, M	35 25	25 00		
†Danville	Carleton, N.B	7 00	8 33		
D'Arcy	Frontenac, O	9 00	25 00		
Darcyville	Lanark, S.R., O	5 00	25 00		
Darling Lake	Yarmouth, N.S	32 00	25 00		
Darling Road	Haldimand, O	199 70	88 00		5 00
Darlington	Durham, O	89 69	66 00		5 00
Darlington	Queen's, P.E.I	48 95	25 00	8 00	
Darnley	Prince, P.E.I	71 68	35 00		
Darrell	Kent, E.R., O	22 51	25 00		
D'Artagnan	Lévis, Q	18 85	28 50	3 00	
Dartford	Northumberland, E. R., O	78 35	48 00		5 00
Dartmoor	Victoria & Haliburton, O	25 57	25 00		
Dartville	Colchester, N.S	14 00	25 00		
Darveau	Lévis, Q	41 20	25 00		
Davidson	Pontiac, Q	194 61	42 00		
b Davidson Hill	Shefford, Q	38 33	14 58		
Davin	Qu'Appelle, Sask	11 45	25 00		
Davis	King's & Albert, N.B	22 00	25 00		
Davisburg	Calgary, Alta	104 77	55 00		5 00
Davis Mills	Renfrew, N.R., O	10 00	25 00		
Davison Street	King's, N.S	6 00	25 00		
Dawn Mills	Kent, E.R., O	111 13	52 00		5 00
Dawn Valley	Lambton, W.R., O	34 21	25 00		
Dawson	Russell, O	25 25	34 00		
Dawson Settlement	King's & Albert, N.B	26 13	25 00		
Dawsonville	Restigouche, N.B	11 25	25 00		
Day Mills	Algoma, E.R., O	107 18	58 00		5 00
Day's Corner	King's & Albert, N.B	4 00	25 00		
Dayspring	Lunenburg, N.S	75 00	30 00		
Dayton	Yarmouth, N.S	18 00	25 00		
Dayton	Algoma, E.R., O	34 00	25 00		
Deacon	Renfrew, N.R., O	12 25	25 00		
Dead Creek	Frontenac, O	42 00	30 00		
Dead Moose Lake	Humboldt, Sask	119 80	64 00	4 25	5 00
Deadwood	Yale & Cariboo, B.C	15 00	27 50		
Dean	Halifax, N.S	69 50	30 00	3 00	
Deans	Haldimand, O	19 50	25 00		
Debay Cove	Halifax, N.S	31 98	25 00		
DeBlois Station	Prince, P.E.I	24 96	25 00		
DeCewsville	Haldimand, O	165 00	70 00		5 00

a Opened 1-9-05. *b* Opened 1-12-05. *c* Opened 1-2-06. † Opened 1-3-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
De Clare	Marquette M	49 02	25 00		
Deemerton	Bruce, S.R. O	93 50	46 00		5 00
Deep Brook	Annapolis N.S	236 27	92 00	3 00	10 00
Deep Cove	South Cape Breton N.S	15 00	25 00		
Deepdale	Inverness N.S	7 00	25 00		
Deerbrook	Essex, N.R O	22 75	25 00		
Deerfield	Yarmouth N.S	55 26	28 00		
Deerhurst	Simcoe, S.R O	82 27	36 00		
Deer Lake	Victoria & Haliburton O	16 16	25 00		
Deer Lodge	Humboldt Sask	24 40	25 00		
Deer Park	Kootenay B.C	51 70	25 00		
Deerville	Carleton N.B	15 45	25 00		
Deerwood	Macdonald M	35 00	30 00		
Dee Side	Bonaventure Q	8 00	25 00		
*b*DeGrassi Point	Simcoe, S.R O	107 00	36 00		
De Gros Marsh	King's P.E.I	19 50	25 00	3 00	
Delagrave	Montmagny Q	85 88	44 00		
*b*Delamarre	Megantic Q	10 00	6 25		
Delap's Cove	Annapolis N.S	25 00	25 00		
Delhaven	King's N.S	38 50	28 50		
Delisle	Assa. West Sask	57 44	25 00		
Dell	Compton Q	30 00	25 00		
Dell's Corners	Annapolis N.S	52 26	27 50		
Delmas	Sask Sask	†12 00			
Delmer	Oxford, S.R O	89 30	36 00		
Delnorte	Strathcona Alta	194 57	25 00		
Deloro	Hastings, W.R O	117 32	77 50		5 00
Delta	New Westminster B.C	49 53	25 00		
Demeules	Chicoutimi & Saguenay Q	87 63	40 00		
Demorestville	Prince Edward O	200 00	77 00	14 00	5 00
Dempsey	Brandon M	6 00	25 00		
*b*Denholm	Sask. Sask	36 00	6 25		
Denison's Mills	Richmond & Wolfe Q	61 00	37 00		
Denman Island	Comox-Atlin B.C	113 34	48 00		5 00
Dennington	Assa. East Sask	7 50	25 00		
Dennistown	Inverness N.S	25 00	25 00		
Densmore's Mills	Hants N.S	16 30	25 00		
Denver	Guysborough N.S	31 00	*31 00		
Dequen	Chicoutimi & Saguenay Q	142 65	*c*54 00		5 00
De Ramsey	Joliette Q	40 00	25 00		
Derby	Northumberland N.B	92 68	30 00		
Derby Mills	Grey, N.R. O	6 25	25 00		
Dereham Centre	Oxford, S.R O	62 96	28 00		
Dermid	Th'nder Bay & Rainy R. O	22 85	25 00		
Deroche	New Westminster B.C	169 68	40 00	9 00	
Derrynane	Wellington, N.R O	17 50	25 00		
Derryville	Ontario, N.R O	48 00	28 00		
*d*Derry West	Peel O	12 58	8 33		
Derwent	Middlesex, E.R O	92 50	40 00		
De Sable	Queen's P.E.I	54 92	25 00		
Desaulniers	Nipissing O	12 51	25 00		
Deschambault Station	Portneuf Q	34 29	25 00		
Deschênes Mills	Wright Q	85 54	32 00		
Desert Lake	Frontenac O	33 07	25 00		
a Deshaies	Nicolet Q	49 59	20 83		
Desjorlais	Edmonton Alta	35 45	25 00		
Desmond	Lennox & Addington O	23 75	25 00		
Detlor	Hastings, E.R O	180 39	64 00		5 00

a Re-opened 1-3-06. *b* Opened 1-4-06. *c* Including $2 night allowance. * Including $6 night allowance. † Credit for new office not yet opened. *d* Opened 1-9-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Devils Lake	Mackenzie ...Sask	36 33	30 00		
Devizes	Middlesex, E.R. ...O	49 50	32 00		
Devon	Halifax ...N.S	22 48	25 00		
DeWinton	Calgary ...Alta	180 31	55 00	28 00	2 50
Dewittville	Huntingdon ...Q	244 77	120 00	7 00	10 00
De Wolfe	Charlotte ...N.B	55 08	25 00		
Dexter	Elgin, E.R. ...O	41 35	30 00		
Diamond	Carleton ...O	30 25	25 00		
Diamond	Pictou ...N.S	27 63	25 00		
c Dickson	Strathcona ...Alta	12 26	10 41		
Dieppe	St. John's & Iberville ...Q	20 73	25 00		
Diligent River	Cumberland ...N.S	169 00	68 00		5 00
Dillon Port	Parry Sound ...O	17 23	25 00		
d Dillonton	Brome ...Q	5 43	4 16		
Dingwall	North Cape Breton and Victoria ...N.S	41 35	25 00		
Dingwell's Mills	King's ...P.E.I	9 00	25 00		
Dinorwic	Thunder Bay & Rainy River ...O	253 45	††183 00		15 00
Dinton	Calgary ...Alta	57 44	25 00		
Dinwoodie	Strathcona ...Alta	135 51	35 00	§8 84	
Dipper Harbour	St. John ...N.B	15 25	25 00		
Dipper Harbour, West	St. John ...N.B	15 75	25 00		
Dirleton	Carleton ...O	59 02	40 00		
Dixie	Peel ...O	155 01	72 00		5 00
Dixon	Stormont ...O	131 18	50 00		
Dixon	Sunbury & Queen's ...N.B	60 92	25 00		
Dixon's Corners	Dundas ...O	133 26	71 50	12 00	5 00
Dobson's Corner	Westmoreland ...N.B	25 00	25 00		
Doctor's Brook	Antigonishe ...N.S	18 00	25 00		
Doe Lake	Parry Sound ...O	40 70	25 00		
Dog Creek	Yale & Cariboo ...B.C	67 18	50 00	8 00	5 00
Dog Creek	Dauphin ...M	9 25	25 00		
Dogherty	Sunbury & Queen's ...N.B	15 85	25 00		
Dog Pound	Calgary ...Alta	157 80	50 00		5 00
Dolbeau	Chicoutimi & Saguenay ...Q	62 05	28 00		
Dollar	York, C.R. ...O	33 00	25 00		
Dominion No. 4	South Cape Breton ...N.S	297 95	145 00		15 00
b Dominion No. 6	South Cape Breton ...N.S	202 25	50 00		
Dominionville	Glengarry ...O	135 18	79 00		7 50
Domremy	Humboldt ...Sask	80 30	44 00	*e*6 10	
† Domville	Grenville ...O	78 00	24 85		
Don	York, S.R. ...O	98 20	28 00		
Donaldson	Frontenac ...O	39 02	25 00		
Donaldston	Queen's ...P.E.I	12 00	25 00		
Doncaster	Compton ...Q	80 16	25 00		
Donegal	Perth, N.R. ...O	127 00	48 00		5 00
Donegal	King's & Albert ...N.B	2 00	25 00		
Dongola	Victoria & Haliburton ...O	21 23	25 00		
Dongola	Assa. East ...Sask	18 75	25 00		
Donnybrook	Pictou ...N.S	12 48	25 00		
Dora	Strathcona ...Alta	63 50	25 00		
Dorchester Crossing	Westmoreland ...N.B	26 50	25 00	5 00	
Dorenlee	Strathcona ...Alta	29 90	25 00		
Dorking	Wellington, N.R ...O	48 16	25 00		
Dorland	Lennox & Addington ...O	138 57	50 00		5 00
Dorn Ridge	York ...N.B	19 46	25 00		
Dorval	Jacques Cartier ...Q	225 45	84 00		5 00

d Closed 1-9-05. *b* Opened 1-1-06. *c* Opened 1-2-06. *e* Including 10c. arrears forward. † Closed 15-2-06; re-opened 1-4-06. †† Including $18 night duty. § Including 84c. arrears forward allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dorval Station	Jacques Cartier ..... Q	111 13	60 00	.....	5 00
Doucettville	Digby ..... N.S	45 92	25 00	.....	.....
Douglas	York ..... N.B	36 50	25 00	.....	.....
Douglasburg	Laprairie & Napierville. Q	24 00	25 00	.....	.....
Douglasfield	Northumberland .... N.B	6 50	25 00	.....	.....
Douglas Harbour	Sunbury & Queen's . N.B	41 23	27 50	.....	.....
Douglas Lake	Yale & Cariboo ..... B.C	62 97	34 00	.....	.....
Douglaston	Assa. East ..... Sask	23 40	25 00	.....	.....
Douglas West	Gaspé ..... Q	14 00	25 00	.....	.....
Douro	Peterborough, E.R. .... O	109 51	52 00	.....	5 00
Dover	Westmoreland ..... N.B	30 00	25 00	.....	.....
Dover Centre	Kent, W.R. ..... O	65 70	36 00	.....	.....
Dover Hill	Victoria ..... N.B	19 00	25 00	.....	.....
Dover South	Kent, W.R. ..... O	138 50	55 00	.....	5 00
Dover West	Halifax ..... N.S	27 25	25 00	.....	.....
Downeyville	Victoria & Haliburton. O	86 62	40 00	.....	.....
Downeyville	King's & Albert ..... N.B	29 50	25 00	8 00	.....
Downsview	York, S.R. ..... O	113 00	44 00	.....	.....
Dow Settlement	York ..... N.B	21 51	25 00	.....	.....
Doyle	Pontiac ..... Q	69 23	32 00	.....	.....
Doyles	Kent, W.R. ..... O	35 00	25 00	.....	.....
Doyles Brook	Northumberland ..... N.B	22 00	25 00	.....	.....
Doyle Settlement	Laprairie & Napierville. Q	6 00	25 00	3 00	.....
a Dozois	Restigouche ..... N.B	12 00	22 91	.....	.....
Dracon	Wellington, N.R. ..... O	44 44	25 00	.....	.....
Drew	Wellington, N.R. ..... O	39 21	25 00	.....	.....
Drew Station	Wellington, N.R. ..... O	98 67	50 00	.....	5 00
Dromore	Queen's ..... P.E.I	8 00	25 00	.....	.....
b Drumagne	Qu'Appelle ..... Sask	14 00	8 33	.....	.....
Drumhead	Guysboro ..... N.S	103 50	26 00	.....	.....
Dromore West	Queen's ..... P.E.I	11 00	25 00	.....	.....
Drummond	Lanark, S.R. ..... O	57 00	25 00	.....	.....
Drummond	Victoria ..... N.B	61 85	28 00	.....	.....
Drumquin	Halton ..... O	43 00	25 00	.....	.....
Dry Fork	Alta ..... Alta	24 75	25 00	.....	.....
Dry River	Souris ..... M	84 39	42 00	.....	.....
Drysdale	Huron, S.R. ..... O	77 03	54 00	.....	5 00
Duagh	Edmonton ..... Alta	39 94	25 00	.....	.....
Dublin Shore	Lunenburg ..... N.S	74 50	30 00	.....	.....
Dubuque	Kent, W.R. ..... O	18 00	25 00	.....	.....
Duclos	Wright ..... Q	94 41	54 00	3 00	5 00
Dudley	Muskoka ..... O	87 94	30 00	.....	.....
Dudswell Centre	Richmond & Wolfe .... Q	24 20	25 00	.....	.....
Dufferin	Frontenac ..... O	32 50	25 00	.....	.....
Dufferin	Sunbury & Queen's. N.B	7 00	25 00	.....	.....
c Dufferin Bridge	Parry Sound ..... O	12 70	13 33	.....	.....
Dufferin Mines	Halifax ..... N.S	21 75	25 00	.....	.....
Dufour	Charlevoix ..... Q	25 25	*43 00	.....	.....
Dufresne	Provencher ..... M	31 00	25 00	6 00	.....
Dugald	Selkirk ..... M	135 64	42 00	.....	.....
Duhamel	Labelle ..... Q	24 00	25 00	.....	.....
Dumbarton Station	Charlotte ..... N.B	33 45	25 00	.....	.....
d Dumblane	Bruce, N.R. ..... O	36 11	24 05	.....	.....
Dumfries	York ..... N.B	25 00	25 00	.....	.....
Dumoine	Pontiac ..... Q	39 95	27 50	12 00	.....
Dunallen	Souris ..... M	32 28	25 00	.....	.....
Dunany	Argenteuil ..... Q	21 75	25 00	.....	.....
Dunara	Selkirk ..... M	43 04	25 00	1 75	.....

a Opened 1-8-05. *b* Opened 1-3-06. *c* Closed 12-1-06. * Including $18 night allowance.
d Closed from 5-1-06 to 19-1-06.

APPENDIX D—*Continued.*

Non-Accounting Post Office—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dunbar	Dundas, O	204 91	96 00	28 00	10 00
Dunboro'	Missisquoi, Q	24 86	25 00		
Dunboyne	Elgin, E.R., O	38 00	25 00		
Duncan	Grey, E.R., O	86 35	42 00		
Duncan	Lunenburg, N.S	41 15	35 50		2 50
Duncan Cove	Halifax, N.S	9 27	25 00		
Duncan Station	Drum'd & Arthabaska, Q	103 82	50 00		
Duncrief	Middlesex, N.R., O	100 00	47 00		2 50
Dundas	Kent, N.B	16 00	25 00		
Dundas	King's, P.E.I	225 86	70 00		5 00
Dundee	Restigouche, N.B	10 00	25 00		
Dundee	Selkirk, M	34 50	25 00		
Dundee	Richmond, N.S	6 00	25 00		
Dundee Centre	Huntingdon, Q	84 07	46 00		5 00
Dundela	Dundas, O	145 91	52 00		5 00
Dundonald	Northumberland, E.R., O	121 01	48 00		5 00
Dunedin	Simcoe, N.R., O	162 95	62 00		5 00
Dunedin	Queen's, P.E.I	18 00	25 00		
Dungiven	Westmoreland, N.B	11 25	25 00		
Dunkeld	Bruce, S.R., O	39 40	25 00		
Dunkerron	Simcoe, S.R., O	54 90	30 00		
Dunkin	Brome, Q	100 96	48 00		5 00
Dunleath	Mackenzie, Sask	15 00	25 00		
Dunlop	Huron, W.R., O	100 00	43 00		2 50
Dunlop	Gloucester, N.B	14 80	25 00		
Dunmaglass	Antigonishe, N.S	17 00	25 00	3 00	
Dunmore	Antigonishe, N.S	13 00	25 00		
Dunmore	Renfrew, N.R., O	64 00	25 00		
Dunnet	Nipissing, O	30 00	25 00		
Dunn's Valley	Algoma, E.R., O	18 65	25 00		
Dunraven	Pontiac, Q	97 41	42 00		
Dunrobin	Carleton, O	155 49	64 00		5 00
Dunsford	Victoria & Haliburton, O	182 90	78 00	3 00	5 00
a Dunstaffnage	Queen's, P.E.I	12 06	25 00		
Dunvegan	Inverness, N.S	76 05	*46 00	8 00	
Dupey's Corner	Westmoreland, N.B	38 00	25 00		
b Dupuis	Qu'Appelle, Sask	54 50	10 41		
Durban	Dauphin, M	39 78	25 00		
Durell	King's, P.E.I	15 00	25 00		
Durham Bridge	York, N.B	88 50	42 00	3 00	
Durham Centre	Restigouche, N.B	125 90	65 00		5 00
Dutch Brook	South Cape Breton, N.S	10 00	25 00		
Dutch Settlement	Halifax, N.S	25 00	25 00		
† Duthill	Lambton, W.R., O	6 00	2 08		
Duvar Road	Prince, P.E.I	23 63	25 00		
Dwight	Muskoka, O	170 08	72 00		5 00
Dwyer Hill	Carleton, O	124 80	52 00		5 00
Dyer	Stormont, O	24 00	25 00		
Dyer's Bay	Bruce, N.R., O	116 20	46 00		5 00
Dyment	Thunder Bay and Rainy River, O	28 67	*d*35 00		
Dynevor	Selkirk, M	3 50	25 00		
Eady	Simcoe, E.R., O	* 103 53	44 00		
Eagle Butte	Assa. West, Alta	83 10	28 00		
Eagle Creek	Sask., Sask	132 30	44 00	4 50	

a Late Lot. 35. *b* Opened 1-2-06. *d* Including $10 night duty. * Including $16 night allowance.
† Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Eagle Head	Shelburne & Queen's..N.S	39 90	25 00		
Eagle Hill	Calgary.....Alta	116 12	36 00		
Eagle Lake	Parry Sound .....O	15 83	25 00		
Eagle River	Thunder Bay and Rainy River.....O	228 16	*c*111 00		10 00
Eagleton	Souris.....M	25 59	25 00		
Eakindale	Assa. East.....Sask	17 33	25 00		
Eamer's Corners	Stormont .....O	10 25	25 00		
Eardley	Wright .....Q	198 05	68 00		5 00
b Earl Grey	Assa. West.....Sask	465 74	*d*27 73	1 25	
Earling	Strathcona.....Alta	56 70	25 00	2 50	
Earlswood	Assa. East.....Sask	19 12	25 00		
Earlton	Nipissing .....O	181 58	30 00		
Earnscliffe	Dufferin .....O	15 40	25 00		
Earnscliffe	Queen's.....P.E.I	47 75	25 00		
Earlville	Strathcona.....Alta	114 11	40 00		
East Advocate	Cumberland .....N.S	68 57	30 00		
East Aldfield	Pontiac .....Q	34 97	25 00		
East Amherst	Cumberland.....N.S	53 60	26 00		
East Baltic	King's.....P.E.I	22 00	25 00		
East Bay	Dauphin.....M	41 46	25 00		
East Bay, North Side	North Cape Breton and Victoria.....N.S	19 50	25 00		
East Bolton	Brome .....Q	133 12	56 00	6 00	5 00
East Brookville	Cumberland. .....N.S	36 25	25 00		
East Broughton Station	Beauce.....Q	260 85	96 00		10 00
a East Burnaby	New Westminster...B.C	79 55	22 91		
East Chebogue	Yarmouth .....N.S	35 00	25 00		
East Chezzetcook	Halifax.....N.S	67 17	35 00	4 00	
East Clifton	Compton.....Q	112 22	48 00	3 00	5 00
East Clover Bar	Edmonton.....Alta	56 80	25 00		
East Dover	Halifax.....N.S	19 88	25 00		
East Dudswell	Richmond & Wolfe ...Q	12 27	*26 09		
East Dunham	Missisquoi .....Q	48 99	25 00		
East Earltown	Colchester.....N.S	75 48	34 00		
East End	Assa. West .. ... Sask	89 15	46 00	3 00	2 50
East Ferry	Digby .....N.S	10 66	25 00		
East Folly Mountain	Colchester .....N.S	63 52	25 00		
East Glassville	Carleton .....N.B	24 00	25 00		
East Hall's Harbour Road	King's.....N.S	31 25	25 00		
East Hereford	Compton. .....Q	108 95	44 00		5 00
East Hungerford	Hastings, E.R... ...O	13 00	25 00		
East Inglisville	Annapolis.....N.S	15 84	25 00		
East Jeddore	Halifax.....N.S	46 20	25 00		
Eastlake	Inverness.....N.S	21 00	25 00		
East Leicester	Cumberland.....N.S	107 99	42 00		2 50
East Linden	Cumberland.....N.S	9 00	25 00		
East Linton	Grey, N.R.....O	16 00	25 00		
East Magdala	Mégantic.....Q	4 00	25 00		
East Mapleton	Cumberland.....N.S	26 38	25 00		
East Margaree	Inverness.....N.S	53 40	25 00		
East Margaretsville	Annapolis.....N.S	48 69	25 00		
East Mines Station	Colchester.....N.S	103 48	48 00		5 00
East Mountain	Colchester.....N.S	20 00	25 00		
East New Annan	Colchester.....N.S	24 79	25 00		
East Newbridge	Carleton .....N.B	6 00	25 00		
East Oro	Simcoe, N.R.....O	48 21	30 00		
East Pinnacle	Missisquoi .....Q	7 00	25 00		

a Opened 1-8-05. *b* Opened 16-10-05. *c* Including $15 arrears night duty, 1904. * Including $1.09 arrears salary. *d* Including $10 night duty.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
East Point	King's...P.E.I	4 00	25 00		
East Port-Medway	Shelburne & Queen's..N.S	56 41	26 00		
East River	Lunenburg ...N.S	38 97	43 50		2 50
East River, St. Mary's	Pictou ...N.S	64 10	*c*39 00	11 00	
East River, Sheet Harbour	Halifax ...N.S	119 34	49 00		2 50
East Rogerville	Northumberland. ...N.B	12 50	25 00		
East Roman Valley	Guysborough ...N.S	34 43	25 00		
East Royalty	Queen's ...P.E.I	5 00	25 00		
East Sable River	Shelburne & Queen's..N.S	28 04	25 00		
East Scotch Settlement	King's & Albert ...N.B	12 46	25 00		
East Side Port L'Hébert	Shelburne& Queen's..N.S	38 14	25 00		
East Side of Ragged Island	Shelburne & Queen's..N.S	38 50	25 00		
East Sooke	Nanaimo ...B.C	19 00	25 00		
East Southampton	Cumberland ...N.S	64 00	25 00	10 00	
Eastview	Assa. West ... Sask	30 00	25 00		
Eastville	Colchester ...N.S	101 04	50 00		5 00
East Wallace	Cumberland ...N.S	24 00	25 00		
East Walton	Hants ...N.S	38 45	25 00		
East Waterville	York ...N.B	12 50	25 00		
East Wellington	Nanaimo ...B.C	18 55	25 00		
East Wentworth	Cumberland ...N.S	110 04	57 00		5 00
East Williamsburg	Dundas ...O	10 00	25 00		
Eastwood	Oxford, S.R ...O	181 00	96 00		10 00
Eaton	Compton ...Q	125 45	70 00		5 00
Eatonville	Cumberland ...N.S	42 95	27 50		
Eauclaire	Dist. of Nipissing ...O	224 75	85 00	5 00	5 00
Ebbsfleet	Prince ...P.E.I	29 53	25 00		
Ebenezer	Queen's ...P.E.I	26 48	25 00		
Ebenezer	Mackenzie ...Sask	22 25	25 00		
Eberts	Kert, E.R ...O	71 97	36 00		
Ebor	Brandon ...M	39 76	25 00		
Ebordale	Grey, S.R ...O	61 52	25 00		
Echo Place	Brant ...O	111 00	50 00		
Echo Vale	Compton ...Q	62 19	31 50	11 00	
a Eckville	Strathcona ...Alta	57 98	14 58		
Economy Point	Colchester ...N.S	72 48	*c*42 00		
Ecum Secum	Guysborough ...N.S	91 91	55 00		5 00
Ecum Secum Bridge	Halifax ...N.S	97 72	54 00		5 00
Edberg	Strathcona ...Alta	147 90	52 00	5 00	5 00
Edelane	Assa. West ...Sask	17 50	25 00		
Eddystone	Northumberland, W.R.O	51 25	28 00		
Eden	Elgin, E.R ...O	197 61	*b*96 00		5 00
Eden	Dauphin ...M	289 34	62 00	3 00	5 00
Eden Grove	Bruce, S.R ...O	151 20	70 00		5 00
Eden Lake	Pictou ...N.S	24 07	*c*31 00		
Eden Mills	Wellington, S.R ...O	222 54	90 00		10 00
Edensville	Strathcona ... Alta	31 36	25 00	*3 25	
Edenwold	Assa. West ... Sask	24 67	25 00		
Edgar	Simcoe, N.R ...O	177 50	66 00		5 00
Edgar Mills	Essex, S.R ...O	59 85	28 00		
Edge Hill	Grey, S.R ...O	50 00	30 00		
Edgeley	Qu'Appelle ... Sask	68 40	37 00		
Edgett's Landing	King's & Albert ...N.B	76 92	35 00		
Edgewood	Kootenay ...B.C	39 55	28 00		
Edina	Argenteuil ...Q	14 00	25 00		
Edison	Edmonton ... Alta	44 14	25 00		
Edmondville	Lotbinière ...Q	51 67	25 00		
Edville	Northumberland, E.R..O	71 57	36 00		

a Opened 1-12-05. *b* Including $12 night allowance. *c* Including $6 night allowance. *Including 25c. arrears forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
Edwand	Edmonton, Alta	10 45	25 00		
Edwards	Russell, O	113 00	42 00		
Edwardsville	South Cape Breton, N.S	22 00	25 00		
Edwell	Strathcona, Alta	73 26	30 00		
Edy's Mills	Lambton, W.R., O	131 50	70 00	3 00	5 00
Eel Brook	Yarmouth, N.S	110 36	48 00	3 00	5 00
Eel Cove	North Cape Breton and Victoria, N.S	25 00	25 00		
Eel Creek	Cumberland, N.S	21 00	25 00		
c Eel River Bridge	Northumberland, N.B	7 00	4 16		
Eel River Lake	York, N.B	30 44	25 00		
Effingham	Welland, O	70 14	30 00		
Egan Creek	Hastings, E.R., O	39 78	25 00		
Egbert	Simcoe, S.R., O	89 71	60 00		5 00
Egerton	Wellington, N.R., O	71 08	30 00		
Egg Island	Chicoutimi & Saguenay, Q	24 20	25 00		
Egg Lake	Edmonton, Alta	6 00	25 00		
Egmondville	Huron, S.R., O	360 00	124 00		10 00
Egmont Bay	Prince, P.E.I	26 00	25 00		
Egypte	Shefford, Q	43 84	25 00		
Eight Island Lake	Guysborough, N.S	21 46	25 00		
Ekfrid	Middlesex, W.R., O	136 32	38 00		
Elba	Dufferin, O	6 25	25 00		
a Elbow River	Calgary, Alta	15 68	16 67		
Elcho	Lincoln, O	110 00	48 00		5 00
Elder	Dufferin, O	13 70	25 00		
Elder's Mills	York, C.R., O	61 50	34 00		
Eldon Station	Victoria & Haliburton, O	110 38	36 00		
Eldorado	Hastings, E.R., O	238 48	80 00	4 00	5 00
d Electric	Kent, W.R., O	6 00	6 25		
Elford	Essex, S.R., O	34 78	25 00		
Elfrida	Wentworth, O	54 00	28 00		
Elgin	Pictou, N.S	18 25	25 00		
Elgin	New Westminster, B.C	54 55	25 00		
Elginburg	Frontenac, O	135 42	55 00		5 00
Elginfield	Middlesex, E.R., O	43 00	25 00		
*Elgin House	Muskoka, O	146 00	40 00		
Elgin Mills	York, C.R., O	141 65	52 00		5 00
Elgin Road	L'Islet, Q	43 85	25 00		
Elia	York, S.R., O	52 51	25 00		
Elie	Macdonald, M	259 68	88 00	15 00	10 00
Elinor	Alta., Alta	70 30	25 00		
Elizabethville	Durham, O	149 18	94 00		10 00
Elizabeth Bay	Algoma, E.R., O	11 70	25 00		
Elkmouth	Kootenay, B.C	186 44	42 00		
Elko	Kootenay, B.C	474 28	140 00		15 00
Elk Prairie	Kootenay, B.C	12 95	25 00		
Elkwater	Assa. West, Alta	74 74	44 00	1 50	
Ellaton	Norfolk, O	21 95	25 00		
Ellengowan	Bruce, S.R., O	20 00	25 00		
Ellen's Town	Northumberland, N.B	16 00	25 00		
Ellerslie	Strathcona, Alta	55 30	25 00	10 00	
Ellesmere	York, C.R., O	100 08	38 00		
Elliott	Lanark, S.R., O	34 88	28 00		
Elliott's Corners	Simcoe, E.R., O	26 42	25 00		
Elliott's Mills	Queen's, P.E.I	16 10	25 00		
Elliott Vale	King's, P.E.I	13 12	25 00		
b Ellis Bay	Chicoutimi & Saguenay, Q				

a Opened 1-11-05. *d* Opened 1-4-06. *c* Opened 1-5-06. *Summer office. *b* Summer office. opened 1-5-'06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ellisboro'	Qu'Appelle, Sask	194 47	86 00		5 00
Ellis River	Prince, P.E.I	10 50	25 00		
Ellisville	Leeds, O	63 46	25 00		
a Ellwood	Russell, O	11 00	6 25		
Elm	Carleton, O	37 45	25 00		
Elma	Dundas, O	158 60	60 00		5 00
Elmbank	Peel, O	70 33	30 00		
Elm Brook	Prince Edward, O	35 75	25 00		
Elmcroft	Charlotte, N.B	12 50	25 00		
Elmfield	Pictou, N.S	10 25	25 00		
Elmgrove	Simcoe, S.R., O	49 50	35 00		
Elmhedge	Grey, N.R., O	31 32	25 00		
Elmhurst	King's & Albert, N.B	25 00	25 00		
Elmira	King's, P.E.I	28 94	25 00		
Elmore	Assa. East, Sask	77 55	30 00		
Elmsdale	Prince, P.E.I	171 21	76 00		5 00
Elmside	Pontiac, Q	117 10	58 00	7 00	5 00
Elm Springs	Assa. West, Sask	31 18	25 00		
Elmstead	Essex, N.R., O	80 00	32 00		
Elmsvale	Halifax, N.S	95 21	52 50		2 50
Elmsville	Charlotte, N.B	75 92	40 00		
Elm Tree	Frontenac, O	11 50	25 00		
Elm Valley	Brandon, M	7 20	32 00		
Elm Valley	King's & Albert, N.B	5 00	25 00		
Elmwood	King's & Albert, N.B	11 23	25 00		
Elmwood	Queen's, P.E.I	6 00	25 00		
Elphin	Lanark, N.R., O	151 85	60 00		5 00
Elsie	Victoria & Haliburton, O	21 50	25 00		
Elsinore	Bruce, N.R., O	99 20	62 50		5 00
Elton	Brandon, M	24 77	25 00		
Emard	Beauharnois, Q	5 00	25 00		
Emberson	Muskoka, O	15 00	25 00		
Emerald	Lennox & Addington, O	182 75	52 00		5 00
Emerald	Inverness, N.S	11 23	25 00		
Emerald	Queen's, P.E.I	106 50	60 00	16 00	5 00
Emerson	Kent, N.B	21 00	25 00		
Emery	York, S.R., O	64 96	40 00		
Emileville	Bagot, Q	111 98	47 00		2 50
Emmaville	Sask., Sask		25 00		
Emmett	Renfrew, S.R., O	26 94	25 00		
Empey	Hastings, E.R., O	38 83	25 00		
Empire	Haldimand, O	34 46	28 00		
Emyvale	Queen's, P.E.I	37 17	25 00		
Enfield	Durham, O	200 00	95 00		10 00
English Corner	Halifax, N.S	53 70	30 00		
Enmore	Prince, P.E.I	53 21	25 00		
Ennis	Simcoe, S.R., O	14 00	25 00		
Ennishore	Victoria, N.B	21 25	25 00		
Enniskillen Station	Sunbury & Queen's, N.B	85 92	38 00	2 00	
Ennismore	Peterborough, W.R., O	225 50	90 00	14 00	10 00
Ennotville	Wellington, S.R., O	32 77	36 00		
Enon	South Cape Breton, N.S	8 25	25 00		
Entry Island	Gaspé, Q	6 00	25 00		
Epping	Grey, E.R., O	45 00	30 00	22 00	
Epsom	Ontario, S.R., O	72 46	36 00		
Epworth	City of Vancouver, B.C	110 00	30 00		
Eramosa	Wellington, S.R., O	99 00	40 00		
Erb	King's & Albert, N.B	3 20	25 00		
Erbsville	Waterloo, N.R., O	17 00	25 00		

a Opened 1-4-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Eric	Frontenac.....O	60 00	36 00		
Erie	Haldimand.....O	28 35	25 00		
‡Erieau	Kent, W.R. .....O	28 00	25 00		
Erie View	Norfolk.....O	224 27	95 00	27 00	7 50
Erinsville	Lennox & Addington. .O	141 80	61 00	5 00	5 00
Erinview	Macdonald.....M	47 98	25 00		
Erinville	Guysborough.....N.S	36 00	25 00		
Erle	Richmond & Wolfc. ...Q	34 01	25 00		
Ernestown Station	Lennox & Addington . O	79 00	37 00	24 00	
Errington	Comox-Atlin.....B.C	41 74	25 00		
Erwood	Mackenzie..... Sask	96 00	25 00		
Escott	Brockville.....O	227 16	62 00		5 00
Escuminac	Bonaventure .....Q	124 05	45 00	5 00	5 00
Escuminac Est	Bonaventure.....Q	18 75	25 00		
Escuminac	Northumberland....N.B	37 00	25 00		
Escuminac Flats	Bonaventure .....Q	17 35	25 00		
Esdraelon	Carleton.....N.B	22 63	25 00		
Eskasoni	North Cape Breton & Victoria.....N.S	31 09	25 00		
Eskdale	Bruce, N.R.....O	9 00	25 00		
Esmonde	Renfrew, S.R. .....O	12 75	25 00		
Esquesing	Halton.....O	184 18	75 00		5 00
Esquimaux, Pointe	Chicoutimi & Saguenay.Q	114 00	a70 00	55 00	5 00
Essex	Inverness .....N.S	10 00	25 00		
Essonville	Victoria & Haliburton.O	35 73	25 00		
Estmere	North Cape Breton & Victoria .....N.S	65 73	25 00		
Ethelton	Humboldt.....Sask.	31 50	25 00		
Etna	King's .....N.S	9 00	25 00		
Etobicoke	York, C.R.....O	52 65	25 00		
Ettrick	Middlesex, E.R.....O	6 25	25 00		
Ettyville	Russell .....O	24 20	25 00		
Eustis	Sherbrooke .....Q	226 37	90 00		5 00
Evandale	King's & Albert.....N.B	25 00	25 00		
Evans	Sunbury & Queen's..N.B	25 00	25 00		
Evanston	Richmond .....N.S	10 00	25 00		
Evansville	Algoma, E.R.....O	29 01	25 00		
Evarts	Strathcona.....Alta	255 76	72 00	1 75	5 00
Evelyn	Middlesex, E.R.....O	92 43	44 00		
Everett	Victoria .....N.B	62 63	27 50		
Eversley	York, N.R.....O	75 65	38 00		
Ewan	Peterborough, W.R....O	19 65	25 00		
Ewelme	Alta.....Alta	19 78	25 00		
Excelsior	Edmonton.....Alta	10 52	25 00		
Excelsior	Algoma, E.R.....O	57 81	25 00		
Ewing	Strathcona.....Alta	53 93	58 00	2 75	5 00
Exmoor	Northumberland.....N.B	12 50	25 00		
Extension	Nanaimo..... .....B.C	119 00	67 50		5 00
Eye-Brow-Hill	Assa. West .....Sask	65 30	25 00		
FABRE	Pontiac .....Q	68 75	25 00	2 25	
Factory Dale	King's. .....N.S	12 00	25 00		
Fairbairn	Victoria & Haliburton.O	25 16	25 00		
Fairbank	York, S.R.....O	58 25	25 00		
Fairfax	Stanstead.....Q	92 53	25 00		
b Fairfield	King's.....P.E.I	15 00	12 50		
Fairfield	St. John.....N.B	46 73	25 00		

a Including $12 night allowance. ‡ Summer office. b Re-opened 1-1-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fairfield East	Brockville O	42 21	25 00		
Fairfield Plain	Brant O	73 44	34 00		
Fairford	Dauphin M	33 20	25 00		
Fair Ground	Norfolk O	114 00	60 00		5 00
Fairhall	Souris M	24 26	25 00		
Fairhaven	Charlotte N.B	79 23	34 00	5 00	
Fairholme	Parry Sound O	34 00	25 00	3 00	
Fairley	Northumberland N.B	38 92	25 00		
Fairlight	Assa. East Sask	35 05	25 00		
Fairmede	Assa. East Sask	81 10	48 00	12 00	5 00
Fairmont	Antigonishe N.S	14 50	25 00		
Fairmont Springs	Kootenay B.C	17 95	25 00		
Fairmount	Grey, E.R. O	30 12	25 00		
Fair Play	Essex, N.R. O	27 00	25 00		
Fair Valley	Simcoe, E.R. O	11 21	25 00		
Fairview	Perth, S.R. O	37 00	27 50		
Fairview	Westmoreland N.B	1 00	25 00		
Fairview	Queen's P.E.I	17 00	25 00		
Fairview Station	Halifax N.S	205 00	74 00		5 00
Fairville	Assa. West Sask	34 49	25 00		
Fairy Hill	Assa. West Sask	71 85	28 00		
Falconbridge	Middlesex, W.R. O	39 07	25 00		
Falkenburg Station	Muskoka O	281 93	112 00	92 00	10 00
Falkirk	Middlesex, N.R. O	88 24	45 00		5 00
Falkland	Brantford O	75 54	34 00		
Falkland	Halifax N.S	10 30	25 00		
Falkland	Yale & Cariboo B.C	43 38	25 00		
Falkland Ridge	Annapolis N.S	117 23	40 00		
Fallbrook	Lanark, S.R. O	140 00	70 00		5 00
Fallowfield	Carleton O	169 57	83 00		7 50
Fallowmead	Qu'Appelle Sask	17 49	25 00		
Falmouth	Hants N.S	57 40	28 00		
Falun	Strathcona Alta	29 02	25 00		
Fanning Brook	King's P.E.I	9 00	25 00		
Fanshawe	Middlesex, E.R O	31 74	25 00		
Faraday	Hastings, W.R. O	17 48	25 00		
Farewell	Wellington, N.R. O	64 14	40 00	4 00	
Fargo	Kent, W.R. O	56 16	30 00	3 00	
Farmerston	Carleton N.B	27 00	25 00		
Farmington	King's P.E.I	18 00	25 00		
Farmington	Cumberland N.S	18 75	25 00		
Farnam's Corners	Missisquoi Q	52 73	32 00		
a Farnboro'	Brome Q		6 25		
Farndon	Missisquoi Q	59 00	25 00	5 00	
Farnham Centre	Brome Q	97 40	40 00		
† Fassett	Labelle Q	15 00			
Fassifern	Glengarry O	52 38	30 00		
Fauvel	Bonaventure Q	46 40	25 00		
Fauxbourg	Lunenburg N.S	4 50	25 00		
Fawcett Hill	Westmoreland N.B	16 50	25 00		
Fawkham	Ontario, N.R. O	47 42	25 00		
Feener's Corner	Lunenburg N.S	15 71	25 00		
Fellows	Lennox & Addington O	30 00	25 00		
Felton	Russell O	35 25	25 00		
Feltz, Sud	Lunenburg N.S	19 00	25 00		
Fenaghvale	Prescott O	21 13	25 00		
Fenella	Northumberland, W.R. O	141 50	70 00		5 00
Fennell's	Simcoe, S.R. O	66 64	30 00		
Fenwick	King's & Albert N.B	14 48	25 00		

a Closed 1-10-05. † Opened 22-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fenwick	Cumberland.....N.S	22 00	25 00	.....	.....
Ferguslea	Renfrew, S.R.....O	18 00	25 00	.....	.....
Ferguson	Middlesex, E.R.....O	77 46	38 00	.....	.....
Ferguson's Falls	Lanark, S.R.....O	23 00	25 00	.....	.....
Ferguson's Lake	Richmond.....N.S	19 40	25 00	.....	.....
Ferguson's Point	Gloucester.....N.B	102 00	34 00	.....	.....
Fergusonvale	Simcoe, N.R.....O	80 60	42 00	.....	.....
Ferme Neuve	Labelle.....Q	171 83	68 00	.....	5 00
Fermoy	Frontenac.....O	52 01	25 00	.....	.....
Fernbank	Perth, N.R.....O	18 75	25 00	.....	.....
‡Ferndale	Assa. East.....Sask	.....	20 83	.....	.....
Ferndale	King's & Albert.....N.B	4 00	25 00	.....	.....
*Ferndale House	Muskoka.....O	40 00	30 00	.....	.....
Fernetville	Berthier.....Q	60 52	30 00	.....	.....
Fern Glen	Parry Sound.....O	27 00	25 00	.....	.....
Fernhill	Middlesex, N.R.....O	87 08	40 00	.....	.....
Fernlee	Algoma, E.R.....O	72 37	32 00	.....	.....
Fernleigh	Frontenac.....O	26 50	25 00	.....	.....
Fernwood	Prince Edward.....P.E.I	36 23	25 00	.....	.....
Ferris	Sunbury & Queen's..N.B	12 75	25 00	.....	.....
a Ferrybank	Strathcona.....Alta	51 85	25 00	3 00	.....
Ferry Landing	North Cape Breton and Victoria.....N.S	67 17	44 00	4 00	.....
Ferry Point	Strathcona.....Alta	177 90	62 00	.....	5 00
Ferryville	Carleton.....N.B	1 00	12 50	.....	.....
Fetherston	Parry Sound.....O	61 00	25 00	.....	.....
Field	Nipissing.....O	73 06	25 00	.....	.....
b Fielding	Sask.....Sask	165 76	14 58	.....	.....
Fielding	Carleton.....N.B	17 00	25 00	.....	.....
d Fieldholme	Calgary.....Alta	10 00	4 16	.....	.....
Fieldville	Wright.....Q	24 02	25 00	.....	.....
Fife	Yale & Cariboo.....B.C	43 96	30 00	.....	.....
Fifteen Mile Stream	Halifax.....N.S	3 00	12 50	.....	.....
File Hills	Qu'Appelle.....Sask	181 20	65 00	1 00	5 00
Findlay	Brandon.....M	189 40	66 00	12 00	5 00
Finger Board	Victoria & Haliburton.O	40 93	25 00	.....	.....
Finlayson	North Cape Breton and Victoria.....N.S	10 00	25 00	.....	.....
Fintona	Simcoe, S.R.....O	17 95	25 00	.....	.....
Fire Valley	Kootenay.....B.C	74 25	32 00	.....	.....
Fir Grove	King's & Albert....N.B	2 00	25 00	.....	.....
Fir Grove	Dorchester.....Q	24 18	25 00	.....	.....
First South	Lunenburg.....N.S	36 75	25 00	.....	.....
Fishburn	Alta.....Alta	87 10	40 00	.....	.....
Fish Creek	Humboldt.....Sask	**5 00	.....	.....	.....
Fisherman's Harbour	Guysborough.....N.S	34 19	25 00	.....	.....
Fisher Mill	.....N.S	**6 00	.....	.....	.....
Fisher River	Selkirk.....M	17 75	25 00	.....	.....
Fisherville	Haldimand.....O	344 43	113 00	.....	10 00
Fishing Lake	Humboldt.....Sask	69 45	108 00	2 75	10 00
Fish Lake	Prince Edward.....O	30 24	25 00	.....	.....
Fitzgerald Station	Prince.....P.E.I	135 25	58 00	18 00	5 00
Fitzmaurice	Assa. East.....Sask	18 55	25 00	.....	.....
Fitzpatrick	Northumberland....N.B	18 75	25 00	.....	.....
Five Mile River	Hants.....N.S	68 32	25 00	.....	.....
Flamboro', Centre	Wentworth.....O	47 00	27 50	.....	.....
Flanders	Compton.....Q	17 50	25 00	.....	.....
Flatlands	Restigouche.....N.B	103 00	49 00	.....	*c*10 00

b Opened 1-12-05. *a* Late Fairy Bank. *d* Opened 1-5-06. ‡Closed 1-5-06. *Summer office. ** Credit for new office not yet opened. *c* Including $5 arrears rent allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Flat River	Queen's P.E.I	75 75	30 00	5 00	
Flee Island	Portage la Prairie M	96 42	42 00		
Flett's Springs	Humboldt Sask	104 45	64 00	†5 16	5 00
Fletwode	Assa. East Sask	117 23	64 00	6 00	5 00
Fleurant	Bonaventure Q	8 00	25 00		
bFleury	Nipissing O	47 00	16 67		
Flint Hill	King's & Albert N.B	7 00	25 00		
Flodden	Richmond & Wolfe Q	51 18	28 50		
Floral	Humboldt Sask	20 00	25 00		
Florenta	Dauphin M	6 25	25 00		
Flowers' Cove	Sunbury & Queen's N.B	15 75	25 00		
Flower Station	Lanark, N.R O	113 15	62 00		5 00
Flume Ridge	Charlotte N.B	19 71	25 00		
Foam Lake	Mackenzie Sask	31 00	34 00	4 33	
Folden's Corners	Oxford, S.R O	76 75	40 00		
Foley	Ontario, S.R O	27 00	25 00		
Foley	Selkirk M	78 17	25 00		
Foley Brook	Victoria N.B	25 00	25 00		
Folger Station	Lanark, N.R O	180 08	76 00		5 00
Folkins	King's N.B	20 00	25 00		
Folly Lake	Colchester N.S	50 83	27 50		
Folly Mountain	Colchester N.S	17 00	25 00		
Fonderie	Gaspé Q	19 25	25 00		
Fontenelle	Gaspé Q	51 00	25 00		
Fontenoy	Richmond Q	9 00	25 00		
Foote	Assa. West Sask	35 16	25 00		
Forbes	Colchester N.S	10 00	25 00		
Forbes Point	Shelburne & Queen's N.S	57 84	25 00		
Ford's Mills	Kent N.B	78 15	30 00	7 00	
Fordyce	Huron, E.R O	43 20	25 00		
aForeman	Strathcona Alta	55 70	20 83		
Forest Farm	Assa. East Sask	17 00	25 00	3 00	
Forest Glade	Annapolis N.S	32 19	25 00		
Forest Glen	Inverness N.S	7 00	25 00		
Forest Hill	King's & Albert N.B	22 75	25 00		
Forest Hill	King's P.E.I	13 50	25 00		
Forest Home	King's N.S	16 66	25 00		
Forest Mills	Lennox & Addington O	96 89	32 00		
‖Forest Nook	Parry Sound O	43 00	25 00		
Foreston	Carleton N.B	81 37	44 00		
Forestville	Norfolk O	174 71	70 00		5 00
Forfar	Leeds O	165 60	72 00		5 00
Fork River	Dauphin M	267 94	*119 48	1 75	10 00
Forget	Russell O	26 71	25 00		
Forks	Sunbury & Queen's N.B	18 00	25 00		
Forks, Baddeck	North Cape Breton and Victoria N.S	24 98	25 00		
Forres	Assa. West Sask	52 27	25 00		
Forrest Station	Brandon M	243 35	98 00		10 00
Forshee	Strathcona Alta	34 65	25 00		
Fort à la Corne	Humboldt Sask	37 20	25 00	12 00	
Fort Alexander	Selkirk M	30 00	25 00	.75	
Fort Augustus	Queen's P.E.I	38 83	25 00		
Fort Ellice	Marquette M	8 00	25 00		
Fortescue	Peterboro, W.R. O	24 76	25 00		
Fort George	Yale & Cariboo B.C	**50 00			
Forties Settlement	Lunenburg N.S	47 00	25 00		
Fort Lawrence	Cumberland N.S	49 50	27 50	5 00	

a Opened 1-9-05. *b* Opened 1-11-05. * Including $21.48 nigh allowance, of which $1.48 is arrears.
† Including 16c. arrears forward. ‖ Summer office. ** Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fort Louisburg	South Cape Breton..N.S	11 50	25 00		
Fort Pelly	Mackenzie.....Sask	119 00	52 00	10 00	5 00
Fort Point	Digby.....N.S	35 10	25 00		
Fort St. James	Yale & Cariboo....B.C	30 00	25 00		
Fortune Bridge	King's.....P.E.I	60 00	28 00		
Fortune Cove	Prince.....P.E.I	41 55	25 00		
*b*Fort Vermilion	Athabaska.....	20 00	14 58		
Fort William	Pontiac.....Q	94 80	34 00		
Fort William West	Th'nder Bay & Rainy R.O	335 50	†74 00		5 00
Forty Mile	Yukon Territory..	11 00	‡		
Foster's Croft	King's & Albert....N.B	5 00	25 00		
Fosterville	York.....N.B	102 11	44 00		5 00
Found's Mills	Queen's.....P.E.I	26 20	25 00		
Fourchu	Richmond.....N.S	105 44	50 00	3 00	5 00
Four Falls	Victoria.....N.B	77 25	32 00	4 00	
Four Mile-Brook	Pictou.....N.S	23 89	25 00		
Four Roads	Gloucester.....N.B	24 96	25 00		
*a*Fourteen Mile House	Halifax.....N.S	16 45	16 67		
Fowler's Corners	Peterborough, W.R....O	67 19	30 00		
Fox	Portage la Prairie ....M	29 58	25 00		
Fox Bay	Chicoutimi & Saguenay.Q	6 22	25 00		
Fox Creek	Westmoreland.....N.B	130 40	45 50		2 50
Fox Harbour	Cumberland .....N.S	48 00	25 00		
Fox Island Main	Guysborough.....N.S	18 00	*35 00		
Foxleigh	Assa. West.....Sask	33 75	25 00		
Foxmead	Simcoe, E.R.....O	109 50	46 00		5 00
Fox Point	Lunenburg. .....N.S	25 00	25 00		
Fox River	Cumberland.....N.S	198 50	86 00		5 00
Foxton	Selkirk.....M	29 92	30 00		
Foymount	Renfrew, S.R. .....O	32 95	25 00	*d*4 00	
Framboise	Richmond.....N.S	72 40	36 00	4 00	
Framboise Intervale	Richmond .....N.S	26 70	25 00		
Framnes	Selkirk .....M	36 71	25 00		
Franconia	Haldimand.....O	70 72	42 00		
Frankburg	Calgary..... Alta	32 65	25 00		
Frank Hill	Victoria & Haliburton.O	6 00	25 00		
Franklin	Durham.....O	121 86	48 50	22 00	
Franklin Corners	Prescott.....O	50 21	27 50		
*c*Franks Bay	Parry Sound.....O		11 41		
Frankville	Antigonishe .....N.S	89 01	35 00		
Fraserburg	Muskoka.....O	39 24	25 00		
Fraser's Grant	Antigonishe.....N.S	2 00	25 00		
Fraser's Mills	Antigonishe .....N.S	29 00	25 00	3 00	
Fraserville	Durham .....O	107 65	46 00		5 00
Fraxville	Lunenburg.....N.S	6 00	25 00		
Fréchette	Lévis.....Q	42 45	25 00		
Fredericton Road	Westmoreland.....N.B	23 73	25 00		
Fredericton Station	Queen.....P.E.I	105 47	42 00		
Freeborn	Perth, N.R.....O	63 96	28 00		
Freeland	Leeds.....O	21 00	25 00		
Freeland	Prince.....P.E.I	111 80	35 00		
Freeport	Waterloo, S.R.....O	29 89	30 00		
French	Humboldt.....Sask	167 85	35 00	1 50	
French Bay	Bruce, N.R.....O	12 50	25 00		
French Creek	Comox-Atlin.. .....B.C	74 23	34 00		
French Lake	Sunbury & Queen's..N.B	20 21	25 00		
French River	Pictou.....N.S	34 50	25 00	3 00	

a Opened 1-11-05. *b* Opened 1-12-05. *c* Closed 15-12-05. † Including $16 night allowance. *d* Including $1 arrears forward. * Including $10 night allowance. ‡ Salary, &c., entered in Auditor General's Report.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
French River	Queen's ..P.E.I	142 00	62 00		5 00
French Road	South Cape Breton..N.S	12 48	25 00		
Frenchvale	N.C. Breton&Victoria NS	4 00	25 00		
French Village	Drummond & Arthab..Q	305 50	162 00		15 00
French Village	Queen's.....P.E.I	15 10	25 00		
French Village	King's & Albert...N.B	11 00	25 00		
French Village	Halifax.....N.S	109 83	48 00		5 00
Friar's Head	Inverness .....N.S	20 50	*b* 31 00		
Friar's Head Chapel	Inverness .....N.S	38 00	*b* 31 00		
Friesen	Assa. West .....Sask	28 00	25 00		
Froatburn	Dundas .....O	28 88	25 00		
Frogmore	Norfolk.....O	87 78	38 00		
Frome	Elgin, W.R .....O	52 25	25 00		
Frontenac	Lotbinière .....Q	36 30	36 00		
Frontier	Huntingdon .....Q	25 00	25 00		
Frost Village	Shefford .....Q	65 09	25 00		
Fry's	Assa. East .....Sask	65 94	32 00		
Fulda	Humboldt.....Sask	40 00	25 00		
Fulford	Brome .....Q	102 00	66 00		5 00
Fuller	Hastings, W.R .....O	27 41	25 00		
Fulton	Lincoln.....O	92 68	42 00		
Fulton Brook	Sunbury & Queen's..N.B	5 00	25 00		
Fulton's Mills	Wellington, N.R.....O	28 74	25 00		
Furnace Falls	Victoria & Haliburton .O	25 18	25 00		
Gabarouse Barachois	South Cape Breton..N.S	222 00	92 00		10 00
Gabarouse Lake	South Cape Breton..N.S	19 00	25 00		
Gabriola Island	Nanaimo ..... B.C	37 75	25 00		
Gad's Hill	Perth, N.R..... ...O	115 62	50 00		5 00
Gagné	Bonaventure.....Q	33 50	25 00		
a Gagnon	Russell .....O	20 25	10 41		
Gairloch Mountain	North Cape Breton & Victoria .....N.S	7 00	25 00		
Galbraith	Lanark, N.R.....O	27 00	25 00		
Galesburg	Peterborough, E.R....O	19 00	25 00		
Gallagher	Westmoreland .....N.B	18 50	25 00		
Galena	Kooteney .... B.C	78 07	25 00		
Galiano	Nanaimo ..... B.C	138 26	64 00		5 00
Gallingertown	Stormont ....O	24 19	25 00		
Galson	Compton .....Q	33 00	28 00		
Galston	Nipissing.....O	35 00	25 00		
Galway	King's & Albert ....N.B	25 20	25 00		
Gamble's Corners	Prince ....P.E.I	16 25	25 00		
Gananoque Junction	Leeds.....O	87 00	26 00		
b Ganges	Nanaimo ....B.C	240 22	12 50		
Gang Ranch	Yale & Cariboo .....B.C	48 46	25 00		
Gap View	Qu'Appelle.....Sask	27 60	25 00		
Garden Hill	Durham .. . .O	160 80	75 00		5 00
Garden Island	Frontenac.....O	311 00	125 00		10 00
Garden of Eden	Pictou .....N.S	32 50	25 00		
Gardenton	Provencher.....M	32 28	25 00		
Gardenville	Prince Edward..... . O	38 40	25 00		
Gardiner Mines	South Cape Breton. ..N.S	17 89	25 00		
Gardiner's Creek	St. John.....N.B	20 69	25 00		
Gardner's Mills	Yarmouth..... N.S	21 75	25 00		
Garfield	Queen's... ..... P.EI.	14 06	25 00		
Garland	Châteauguay.....Q	35 94	25 00		

a Opened 1-2-06. *b* Including $6 night allowance.. *b* Opened 1-1-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Garland	King's.....N.S	27 50	25 00	.....	.....
Garland	Dauphin.....M	83 24	†101 00	.....	7 50
Garneau	L'Islet.....Q	135 97	64 00	.....	5 00
Garneau Junction	Champlain.....Q	56 58	25 00	.....	.....
Garnet	Haldimand.....O	115 31	44 00	.....	.....
Garnet	St. John.....N.B	10 50	25 00	.....	.....
a Garnock	Humboldt.....Sask	36 25	12 50	.....	.....
Garonne	Humboldt.....Sask	13 17	25 00	3 00	.....
Garretton	Grenville.....O	45 00	25 00	.....	.....
Garryowen	Grey, N.R.....O	24 25	25 00	.....	.....
Garthby West	Richmond & Wolfe....Q	13 95	25 00	.....	.....
Gascons	Bonaventure.....Q	209 72	*b* 98 00	.....	5 00
Gas Line	Welland.....O	92 52	37 00	.....	.....
Gasparine	Châteauguay.....Q	28 00	25 00	.....	.....
Gaspereau	Sunbury & Queen's..N.B	44 00	25 00	7 00	.....
Gaspé Bay, South	Gaspé.....Q	47 00	28 00	3 00	.....
Gaspereau Station	Sunbury & Queen's..N.B	140 48	55 00	5 00	5 00
Gaspereaux	King's.....P.E.I	69 27	38 00	.....	.....
Gateway	Kootenay.....B.C	69 36	40 00	.....	.....
Gaudette	Pontiac.....Q	119 48	42 00	.....	.....
Gavelton	Yarmouth.....N.S	22 00	25 00	.....	.....
Gawas	Algoma, W.R.....O	64 50	30 00	.....	.....
Gaythorne	Northumberland....N.B	14 00	25 00	.....	.....
Geary	Sunbury & Queen's..N.B	19 15	25 00	.....	.....
Gegoggin	Guysboro'.....N.S	11 50	25 00	.....	.....
Gelert	Victoria & Haliburton. O	244 15	94 00	.....	7 50
Gellatly	New-Westminster...B.C	64 10	25 00	.....	.....
Geneva	Argenteuil.....Q	28 01	25 00	.....	.....
Genoa	Argenteuil.....Q	28 00	25 00	.....	.....
George's River	North Cape Breton and Victoria.....N.S	36 05	25 00	6 00	.....
George's River Station	North Cape Breton and Victoria.....N.S	24 00	25 00	6 00	.....
Georgeville	Antigonishe.....N.S	45 05	*c* 31 00	6 00	.....
Georgina Island	York, N.R.....O	15 00	25 00	.....	.....
Geraldine	Huntingdon.....Q	24 98	25 00	.....	.....
Germania	Muskoka.....O	58 63	34 00	.....	.....
Germanicus	Renfrew, N.R.....O	29 00	25 00	.....	.....
German Mills	Waterloo, S.R.....O	17 95	25 00	.....	.....
Germantown	King's & Albert....N.B	10 00	25 00	.....	.....
Gerrard Island	Halifax.....N.S	39 83	*45 00	.....	.....
Gertrude Mine	Algoma, E R.....O	191 00	119 00	.....	10 00
Gesto	Essex, S.R.....O	120 42	60 00	.....	5 00
Gethsemani	Chicoutimi & SaguenayQ	5 00	25 00	.....	.....
Geyser	Selkirk.....M	47 25	30 40	.....	.....
Giant's Lake	Guysborough.....N.S	30 25	25 00	.....	.....
Gibbon	King's & Albert.....N.B	21 00	25 00	.....	.....
Gibraltar	Grey, E.R.....O	64 82	28 00	.....	.....
Gibson	Simcoe, E.R.....O	31 00	25 00	.....	.....
Gilbert Cove	Digby.....N.S	144 51	58 00	.....	5 00
Gilbert des Caps	Charlevoix.....Q	6 00	0 80	.....	.....
Gilbert Mountain	Cumberland.....N.S	14 00	25 00	.....	.....
Gilbert's Mills	Prince Edward.....O	18 74	25 00	.....	.....
Gilchrist	Simcoe, N.R.....O	30 00	25 00	.....	.....
Gilead	Hastings, E.R.....O	14 00	25 00	.....	.....
Gilford	Simcoe, S.R.....O	177 66	74 00	14 00	5 00
Gilks	Northumberland.....N.B	61 48	25 00	12 00	.....

a Opened 1-1-06. *b* Including $18 night allowance. *c* Including $6 night allowance. * Including $20 night allowance. †Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electorial District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Reut Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gillander's Mountain	North Cape Breton and Victoria N.S	16 25	25 00		
Gillespie	Victoria N.B	14 00	25 00		
Gillies	Sask. Sask	72 92	28 00		
a Gillies Depot	Nipissing O	174 87	14 58		
Gillies Hill	Bruce, S.R. O	40 50	30 00		
Gillies Lake	North Cape Breton and Victoria N.S	2 00	25 00		
Gillies Point	North Cape Breton and Victoria N.S	6 00	25 00		
Gillie's Point, East	North Cape Breton and Victoria N.S	8 00	25 00		
Gillingham	Alta. Alta	147 91	54 00		5 00
Gillis Cove	Inverness N.S	37 00	25 00		
Gilman	Brome Q	38 75	25 00		
Gilmour	Hastings, E.R O	196 97	100 00		5 00
c Gilolo	Selkirk M	49 75	25 00	12 00	
Gilpen	Strathcona Alta	86 03	25 00		
Gingras	Lotbinière Q	14 00	25 00		
Girard	St. John & Iberville Q	38 95	25 00		
Giroux	Provencher M	139 82	64 00		5 00
b Giroux Lake	Nipissing O	217 00	10 41		
Glacier	Kootenay B.C	587 69	148 00		15 00
Gladstone	Middlesex, E.R O	71 25	40 00		
Gladstone	Victoria N.B	28 00	25 00		
Gladwyn	Victoria N.B	16 00	25 00		
Gladys	Calgary Alta	152 05	60 00	3 83	5 00
Glamorgan	Durham O	2 00	25 00		
Glandine	Victoria & Haliburton O	23 55	25 00		
Glanford Station	Wentworth O	41 65	25 00		
Glanmire	Hastings, E.R O	25 00	25 00		
Glanworth	Middlesex, E.R O	185 18	78 00		5 00
Glascott	Grey, S.R. O	15 00	25 00		
Glasgow	Ontario, N.R. O	40 16	25 00		
Glasgow	North Cape Breton and Victoria N.S	13 50	25 00		
Glasgow Station	Renfrew, S.R. O	153 13	70 00		5 00
Glassburn	Antigonishe N.S	14 25	25 00		
Glaude	Westmoreland N.B	10 00	25 00		
Gleason Road	Charlotte N.B	18 00	25 00		
Glebe Road	Antigonishe N.S	14 00	25 00		
Glen Adelaide	Assa. East Sask	128 59	52 50		5 00
Glen Alda	Peterborough, E.R O	18 50	25 00		
Glen Almond	Labelle Q	53 92	33 00		
Glen Alpine	Antigonishe N.S	20 00	25 00		
Glen Andrew	Prescott O	68 77	25 00		
Glen Anglin	Gloucester N.B	30 98	25 00		
Glenamnan	Huron, E.R. O	64 00	30 00		
Glenarm	Victoria & Haliburton O	203 43	94 00	3 00	10 00
Glen Bean	Wright Q	71 50	33 00		2 50
Glen Becker	Dundas O	30 00	25 00		
Glenbervie	Colchester N.S	32 22	25 00		
Glenburnie	Frontenac O	57 72	28 00		
Glencairn	Simcoe, S.R. O	269 47	115 00		10 00
Glencairn	Dauphin M	39 50	30 00		
Glencoe	Inverness N.S	7 00	25 00	3 00	
Glencoe	Restigouche N.B	15 00	25 00		
Glencoe Mills	Inverness N.S	11 66	25 00		
Glen Colin	Elgin, E.R. O	42 00	25 00		

a Opened 1-12-05. *b* Opened 1-2-06. *c* Late Peguis.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glencorradale	King's ..... P.E.I	16 23	25 00		
Glencove	Guysborough ..... N.S	3 00	25 00		
Glencross	Lisgar ..... M	3 00	25 00		
Glen Cross	Dufferin ..... O	11 70	25 00		
a Gléndale	Middlesex, E.R ..... O	15 31	10 05		
Glendale	Inverness ..... N.S	69 35	28 50		
Glendale	Portage la Prairie ..... M	41 00	25 00		
Glendinning	Souris ..... M	26 48	25 00	3 00	
Glen Donald	Glengarry ..... O	11 00	25 00		
Glendower	Frontenac ..... O	13 75	25 00		
Glendyer	Inverness ..... N.S	127 84	52 00	5 00	
Gleneden	Grey, S.R ..... O	34 83	25 00		
Glen Elbe	County of Brockville ..... O	74 50	32 00		
Glenelg	Guysborough ..... N.S	54 42	*c*41 00	5 00	
Glenemma	Yale & Cariboo ..... B.C	30 25	25 00		
Glenfanning	King's ..... P.E.I	28 00	25 00		
Glen Farrow	Huron, E.R ..... O	45 00	25 00		
Glenfield	Lennox & Addington ..... O	15 22	25 00		
Glenfinnan	Queen's ..... P.E.I	10 00	25 00		
Glenforsa	Marquette ..... M	22 00	25 00		
Glengarry	Inverness ..... N.S	6 00	25 00		
Glengarry	Prince ..... P.E.I	20 25	25 00		
Glengarry Station	Pictou ..... N.S	114 82	56 00	11 00	5 00
Glengarry Valley	South Cape Breton ..... N.S	12 00	25 00		
Glenholm	Dauphin ..... M	17 00	25 00		
Glen Huron	Simcoe, N.R ..... O	193 21	86 00		5 00
b Glenhurst	Assa. W ..... Sask	17 00	6 25		
Glenila	Parry Sound ..... O	8 00	25 00		
†Glen Island	Lennox & Addington ..... O	178 00	25 00		
Glen Iver	Sherbrooke ..... Q	56 35	37 00		
Glenlea	Provencher ..... M	34 72	25 00		
Glenlivet	Wright ..... Q	24 20	25 00		
Glenlivet	Restigouche ..... N.B	28 69	25 00		
Glen Lloyd	Mégantic ..... Q	22 67	25 00		
Glenlyon	Dauphin ..... M	6 25	25 00		
Glen Major	Ontario, N.R ..... O	34 00	25 00		
Glen Margaret	Halifax ..... N.S	66 00	38 00	26 00	
Glen Martin	King's ..... P.E.I	14 75	25 00		
Glen Mary	Humboldt ..... Sask	47 02	25 00	5 00	
Glen Meyer	Norfolk ..... O	156 76	66 00	3 00	5 00
Glen Millar	Hastings, W.R ..... O	64 66	36 00		
Glenmore	Grenville, S.R ..... O	18 25	25 00		
Glenmore	Halifax ..... N.S	14 00	25 00		
Glen Morrison	South Cape Breton ..... N.S	14 00	25 00		
Glen Murray	Mégantic ..... Q	27 18	25 00	3 00	
Glennevis	Glengarry ..... O	84 49	42 00		
Glen Norman	Glengarry ..... O	86 90	36 00		
Glen Oak	Middlesex, W.R ..... O	25 00	25 00		
d Glenora	Inverness ..... N.S	3 00	7 88		
Glenora	Souris ..... M	79 48	30 00		
Glenora Falls	Inverness ..... N.S	18 75	25 00		
Glen Orchard	Muskoka ..... O	45 66	28 00		
Glenorchy	Halton ..... O	33 17	25 00		
Glenpayne	Stormont ..... O	35 65	25 00		
Glen Porter	Northumberland ..... N.B	6 00	25 00		
Glen Rae	Lambton, E.R ..... O	123 60	48 00		5 00
Glen Road	Antigonishe ..... N.S	6 00	25 00		
Glen Ross	Hastings, W.R ..... O	44 00	25 00		
Glenroy	Glengarry ..... O	135 98	60 00	6 00	5 00
Glen Sandfield	Glengarry ..... O	135 56	50 00		5 00

a Closed 1-8-05, re-opened 1-5-06. *b* Opened 1-4-06. *c* Including $16 night allowance.
† Summer Office. *d* Closed 24-10-04.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glenshee	Norfolk, O	32 82	25 00		
Glen Smail	Grenville, O	29 67	25 00		
Glensmith	Dauphin, M	71 97	71 00	4 00	5 00
Glen Stewart	Dundas, O	72 68	40 00		
Glen Sutton	Brome, Q	263 15	102 00		10 00
Glen Titus	King's & Albert, N.B	37 94	25 00		
Glen Uig (Pleasant Valley)	Antigonishe, N.S	17 10	25 00		
Glenvale	Frontenac, O	55 73	25 00		
Glenvale	Westmoreland, N.B	13 00	25 00		
Glen Valley	Assa. West, Sask	40 79	25 00		
Glen Valley	New Westminster, B.C	49 00	25 00		
a Glen View	Lanark, S.R., O	26 25	25 00		
c Glenvilla	Stanstead, Q	135 00	33 00		
Glenville	York, N.R., O	23 45	25 00		
Glenville	Inverness, N.S	40 00	*38 00		
Glen Walter	Glengarry, O	45 85	28 00		
b Glenwell	Qu'Appelle, Sask	39 89	16 67		
Glen William	King's, P.E.I	20 61	25 00		
Glen Willow	Middlesex, W.R., O	21 68	25 00		
Glenwood	New Westminster, B.C	49 93	30 00		
Glenwood	King's & Albert, N.B	26 00	25 00		
Glenwood, Lot 8	Prince, P.E.I	58 40	25 00		
Glenwood Station	Kent, W.R., O	90 00	52 00		5 00
Gobeil	Charlevoix, Q	24 25	25 00		
Goble's	Oxford, N.R., O	247 49	80 00		5 00
Godbout	Chicoutimi & Saguenay, Q	33 63	25 00		
Godfrey	Frontenac, O	160 12	68 00	4 00	5 00
Godolphin	Northumberland, E.R., O	14 00	25 00		
Goff's	Halifax, N.S	40 25	25 00	3 00	
cGo Home	Simcoe, E.R., O	150 00	64 00		5 00
‡ Golburn Valley	Humboldt, Sask	15 00	12 50		
Goldenburgh	Algoma, E.R., O	34 07	25 00		
Gold Hill	Kootenay, B.C	9 84	22 91		
Golden Grove	St. John, N.B	10 00	25 00		
Golden Grove Mills	St. John, N.B	9 00	25 00		
Golden Plain	Assa. East, Sask	92 41	30 00		
Golden Stream	Portage la Prairie, M	32 97	25 00		
Golden Valley	Parry Sound, O	84 18	48 00		5 00
Goldfield	Stormont, O	16 25	25 00		
Gold River	Lunenburg, N.S	126 60	52 00		5 00
Gold Rock	Thunder Bay and Rainy River, O	252 00	130 00		12 50
Goldsmith	Essex, S.R., O	14 00	25 00		
Goldstone Station	Wellington, N.R., O	69 83	38 00		
Goldstream	Nanaimo, B.C	58 90	24 34		
Goldwin	Pontiac, Q	27 50	25 00		
Golspie	Oxford, N.R., O	265 50	117 00		10 00
Gondola Point	King's & Albert, N.B	45 25	27 50		
Gonor	Selkirk, M	77 84	30 00		
Good Corner	Carleton, N.B	26 98	25 00		
‡ Goodwin Mill	Gloucester, N.B	18 00	12 50		
Goodwood	Ontario, N.R., O	300 72	125 00		10 00
Gooseberry Cove	St. John, N.B	15 96	25 00		
Goose Creek	St. John, N.B	12 50	25 00		
d Goose Lake	Qu'Appelle, Sask	25 50	14 58		
Goose River	King's, P.E.I	4 00	25 00		
Gordon	Assa. East, Sask	11 00	25 00		
Gordon	Essex, S.R., O	168 45	64 00		5 00

a Late Mud Creek. *b* Opened 1-11-06. ‡ Opened 1-1-06. * Including $10 night allowance.
c Summer office. *d* Opened 1-12-05.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gordon Bay	Parry Sound....O	110 50	110 00		10 00
Gordon Head	Nanaimo.....B.C	45 43	25 00		
Gordon Lake	Algoma, W.R.....O	116 86	64 00	3 00	5 00
Gordonsville	Carleton.....N.B	58 25	28 00		
Gordonville	Wellington, N.R.....O	66 13	28 00		
Gore	Hants.....N.S	103 64	40 00	5 00	
Gore	Richmond & Wolfe....Q	69 60	30 00		
Goring	Grey, E.R.....O	46 25	25 00		
Gorlitz	Assa. East.....Sask	6 00	28 50	2 00	
Gorman	Renfrew, S.R.....O	20 00	25 00		
Gormley	York, C.R.....O	125 54	72 00		5 00
Goshen	King's & Albert.....N.B	14 00	25 00	3 00	
Goshen	Guysborough.....N.S	72 18	36 00		
Goshen Road	Richmond & Wolfe....Q	24 75	25 00		
Goschen	Assa. East.....Sask	25 71	25 00		
Gosford	Portneuf.....Q	6 00	25 00		
Gosport	Lennox & Addington..O	29 08	25 00		
Gosselin's Mills	Compton.....Q	25 25	25 00		
Goulais Bay	Algoma, W.R.....O	50 40	25 00		
Goulais River	Algoma, W.R.....O	31 81	25 00		
Gould	Compton.....Q	218 55	105 00	11 00	10 00
Gould Station	Compton.....Q	77 00	38 00		
Goupil	Drum'nd & Arthabaska.Q	3 00	25 00		
Gourock	Wellington, S.R.....O	153 50	112 00		10 00
c Govan	Humboldt..... Sask	6 00	2 08		
Gowan Brae	King's.....P.E.I	38 00	25 00		
Gowanstown	Perth, N.R.....O	179 80	70 00	28 00	5 00
Gowland Lake	Mackenzie..... Sask	20 69	25 00		
Gowland Mountain	King's & Albert....N.B	14 25	25 00		
Gowrie	Perth, S.R.....O	39 00	25 00		
Graburn	Assa. West.....Sask	39 99	32 00		
Grafton	Carleton.....N.B	69 40	32 00		
Grafton	King's.....N.S	176 00	76 00		5 00
Graham	Vaudreuil.....Q	94 75	48 00		5 00
Graham	Brockville.....O	12 25	25 00		
Graham's Road	Queen's.....P.E.I	46 02	25 00		
Grahamsville	Peel.....O	53 28	27 50		
Grainfield	Northumberland....N.B	14 19	25 00		
Granboro'	Shefford.....Q	16 00	25 00		
Grande Anse	Richmond.....N.S	39 00	27 50		
Grande Bay	King's & Albert....N.B	123 20	58 00		5 00
Grand Bend	Huron, S.R..... O	289 33	108 00		10 00
Grand Chicot	Two Mountains.....Q	13 00	25 00		
Grande Clairière	Souris.....M	79 98	40 00		
Grand Desert	Halifax.....N.S	50 42	26 00		
Grande Entrée	Gaspé.....Q	111 53	60 00	5 00	5 00
Grande Frenière	Two Mountains.....Q	102 70	42 00		
Grande Montagne	Beauce.....Q	35 87	32 00		
Grande Pointe	Provencher.....M	133 35	34 00	3 00	
Grande Prairie	Yale & Cariboo.....B.C	92 64	50 00	3 00	
Grandes Coudées	Beauce.....Q	12 00	25 00		
Grand Falls Portage	Victoria.....N.B	12 00	25 00		
Grands Fonds	Charlevoix.....Q	3 00	25 00		
Grandigue	Kent.....N.B	32 00	25 00	3 00	
Grandique Ferry	Richmond.....N.S	11 00	25 00		
Grand Lake	South Cape Breton..N.S	2 00	25 00		
Grand Lake Station	Halifax.....N.S	15 71	25 00		
Grand Mira, North	South Cape Breton..N.S	6 00	25 00		
Grand Mira, South	South Cape Breton..N.S	10 00	25 00		

c Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Grand Narrows	North Cape Breton and Victoria, N.S	158 06	80 00		5 00
Grand Pabos	Gaspé, Q	142 44	*a*96 00		5 00
Grand Pré	Maskinongé, Q	31 50	25 00		
Grand Rang	Dorchester, Q	38 96	25 00	3 00	
Grands Rapides	Mackenzie, Sask	30 35	25 00		
Grand River Falls	Richmond, N.S	21 50	25 00		
Grand Saint Esprit	Nicolet, Q	73 20	32 00		
Grand Saint Louis	Nicolet, Q	21 00	25 00		
Grande Tracadie	Queen's, P.E.I	59 00	28 00		
Grande Vallée	Gaspé, Q	211 94	80 00		5 00
Grandview	York, N.B	83 78	42 00		
Grandview	Queen's, P.E.I	75 48	28 00	7 00	
Grange	Macdonald, M	25 00	25 00		
Granger	Dufferin, O	23 75	25 00		
Granite Creek	Yale & Cariboo, B.C	107 60	38 00		
Granite Hill	Parry Sound, O	27 66	25 00	3 00	
Granite Hill	York, N.B	38 13	25 00		
Granite Village	Shelburne & Queen's, N.S	59 95	30 00		
Graniteville	Stanstead, Q	121 75	40 00		
Grant	Russell, O	22 50	25 00		
Grant	Westmoreland, N.B	44 92	25 00		
Grantham	Comox-Atlin, B.C	20 00	25 00		
Granthurst	Oxford, N.R., O	76 00	26 00		
Grantley	Dundas, O	161 38	76 00		5 00
Granton	Pictou, N.S	27 69	25 00		
Grant's Corners	Glengarry, O	15 70	25 00		
Granville	Queen's, P.E.I	49 25	25 00		
Grassmere	Muskoka, O	4 00	**27 00		
Grass River	Dauphin, M	12 00	25 00		
Grassy Lake	Alta, Alta	145 40	*b*92 00		5 00
Grassie	Lincoln, O	130 39	68 00	6 00	5 00
Grattan	Northumberland, N.B	24 90	25 00		
Grattan	Renfrew, S.R., O	95 80	34 00		
Gratton Corner	Prescott, O	32 15	25 00		
Gravel Hill	Stormont, O	31 70	25 00		
c Gray	Qu'Appelle, Sask	47 50	14 58		
Graystock	Peterboro', E.R., O	15 00	25 00		
Graysville	Macdonald, M	161 73	58 00	5 00	5 00
Graytown	Qu'Appelle, Sask	107 56	28 00		
Great Desert	Nipissing, O	20 93	25 00		
Greece's Point	Argenteuil, Q	126 55	48 00		5 00
Greeley	Russell, O	63 08	25 00		
Greenbank	Ontario, S.R., O	230 70	116 00		10 00
Green Bay	Algoma, E.R., O	45 00	26 00		
Greenbush	Brockville, O	160 70	72 00		5 00
Greenbush	York, N.B	12 00	25 00		
Green Cove	North Cape Breton & Victoria, N.S	11 70	25 00		
Greendale	Antigonish, N.S	6 00	25 00		
Greenfield	Carleton, N.B	6 25	25 00		
Greenfield	Shelburne & Queen's, N.S	132 62	52 00	3 00	5 00
Greenfield	Colchester, N.S	21 75	25 00		
Greenfield	King's, P.E.I	15 25	25 00		
Green Harbour	Shelburne & Queen's, N.S	†0 11			
Green Hill	Cumberland, N.S		25 00		
Green Hill	Pictou, N.S	41 00	25 00		
Green Hill	York, N.B	36 00	25 00		

** Including $2 special salary. *a* Including $18 night allowance. *b* Including $30 night allowance.
c Opened 1-12-05. †Credit for new office not yet reopened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Green Lake	Sask. Sask	80 28	25 00		
Green Lake	York N.B	12 00	25 00		
c Greenland	Annapolis N.S	6 00	4 16		
Greenland	Provencher M	44 96	25 00		
Greenlay	Richmond & Wolfe Q	125 35	50 00		5 00
Greenmount	Prince P.E.I	22 65	25 00		
Green Mountain	Yale & Cariboo B.C	37 50	25 00		
Greenock	Bruce, S.R. O	62 53	48 00		
Green Point	Prince Edward O	20 00	25 00		
Green Point	Gloucester N.B	133 38	45 00		5 00
Green Ridge	Provencher M	69 30	32 00		
Green River	Témiscouata Q	38 14	25 00		
Green River	Ontario, S.R. O	145 56	74 00		5 00
b Green River Station	Victoria N.B	122 05	25 00		
Green Road	Carleton N.B	26 25	25 00		
Green's Brook	Pictou N.S	20 00	25 00		
Green's Creek	Colchester N.S	33 65	25 00		
Greenvale	Pictou N.S	2 50	25 00		
Greenvale	King's P.E.I	21 00	25 00		
Green Valley	Glengarry O	128 78	58 00	40 00	5 00
Greenview	Hastings, E.R. O	35 18	25 00		
Greenville Station	Cumberland N.S	54 41	40 00	7 00	
Greenway	Huron, S.R. O	168 55	76 00		5 00
Greenway	Souris M	254 06	104 00		10 00
Greenwich	King's P.E.I	11 00	25 00		
Greenwich Hill	King's & Albert N.B	44 50	25 00		
Greenwood	Selkirk M	19 14	25 00		
Greenwood	King's. N.S	18 00	25 00		
Greer	St John N.B	28 80	25 00		
Greer Mount	Pontiac Q	51 35	25 00		
Gregory	Muskoka O	126 82	55 00	8 00	5 00
Grenadier Island	Brockville O	92 50	*27 08		
Grenfel	Simcoe, NR. O	11 50	25 00		
Grenier	Beauce Q	24 20	25 00		
Gresham	Bruce, N.R. O	48 30	27 50		
Gretna	Lennox & Addington O	12 00	25 00		
Grey's Mills	King's & Albert N.B	24 61	25 00		
Greywood	Annapolis N.S	30 98	25 00		
Griersford	Renfrew, N.R. O	10 00	25 00		
Grierson	Calgary Alta	21 64	25 00		
Griersville	Grey, N.R. O	47 10	25 00		
Griffin	Stanstead Q	24 55	25 00		
Griffin Cove	Gaspé Q	160 91	*c* 74 00		5 00
Griffin's Corners	Elgin, E.R. O	35 10	33 00		
Griffith	Renfrew, S.R. O	135 45	52 00	16 00	5 00
Grimsby Centre	Lincoln O	22 00	25 00		
a Grimsby Park	Lincoln O				
Grimsthorpe	Algoma, E.R. O	47 65	25 00		
Grimston	Grey, S.R. O	17 50	25 00		
Grondines Est	Portneuf Q	100 00	25 00		
Grondines Station	Portneuf Q	39 40	25 00		
Gros Morne	Gaspé Q	9 00	25 00		
Grosses Coques	Digby N.S	99 93	30 00		
Grosses Roches	Rimouski Q	60 50	*c* 42 00		
Grosvenor	Guysborough N.S	7 00	25 00		
Grove Park	Assa. East Sask	9 00	25 00		
Grovesend	Elgin, E.R. O	54 42	25 00		

b Late Bellefleur. *c* Opened 1-5-06. * Including $2.08 arrears salary. *a* Summer office. *c* Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Groves Point	North Cape Breton and Victoria N.S	13 27	25 00		
Groveton	Grenville O	33 60	25 00		
Gruber	Dauphin M	53 79	†45 18		
Grund	Souris M	22 00	25 00		
Grunthal	Provencher M	59 71	40 00		
Gueguen	Kent N.B	32 42	25 00		
Guerin	Peterborough, E.R O	10 00	25 00		
Guilds	Kent, W.R O	143 00	65 00		5 00
Guimond	Kent N.B	12 50	25 00		
Gulf Shore	Cumberland N.S	24 21	25 00		
Gull Cove	South Cape Breton N.S	10 00	25 00		
Gull Creek	Lennox & Addington O	37 16	25 00		
Gull Lake	Assa. West Sask	160 61	55 00		5 00
Gully	Strathcona Sask	61 75	25 00		
Gunning Cove	Shelburne & Queen's N.S	134 00	44 00	3 00	
Gunter	Hastings, E.R O	230 41	78 00		5 00
d Gunton	Selkirk M	40 21	22 91		
Gutelius	Kootenay B.C	46 74	25 00		
Guthrie	Simcoe, N.R O	56 50	34 00		
Guthrie	Missisquoi Q	29 61	25 00		
Guysborough	Norfolk O	86 40	50 00		5 00
Guysborough Intervale	Guysborough N.S	50 25	25 00	3 00	
c Gwyne	Strathcona Alta	10 00	25 00		
Gypsum Mines	Haldimand O	34 53	25 00		
Gypsumville	Dauphin M	36 78	25 00		
Habermehl	Grey, S.R O	33 03	25 00		
Hackett's Cove	Halifax N.S	62 06	30 00		
Haddo	Dundas O	56 00	25 00		
Hadlington	Peterborough, E.R O	35 00	25 00		
Hadlow Cove	Lévis Q	165 00	75 00	11 00	5 00
Hagan	Nanaimo B.C	26 65	25 00		
Hagensborg	Comax-Atlin B.C	69 51	32 00		
Hagerman's Corners	York, C.R O	71 00	25 00		
Hainsville	Dundas O	103 46	40 00		
Halbrite	Qu'Appelle Sask	1,074 73	320 00		35 00
Halbstadt	Lisgar M	31 47	33 50		
Halcomb	Northumberland N.B	12 50	25 00		
Halcro	Humblodt Sask	19 00	25 00		
a Halcyonia	Sask Sask	10 00	2 08		
Haldane Hill	Parry Sound O	70 56	32 00		
Haldimand	Gaspé Q	50 25	*b*40 00		
Half Island Cove	Guysborough N.S	81 50	*55 00		
Halfway	Nipissing O	146 62	65 00		5 00
Halfway Brook	Colchester N.S	30 00	25 00	3 00	
Halfway Cove	Guysborough N.S	26 75	‡35 00		
Halfway River Station	Cumberland N.S	50 00	28 00	9 00	
Haliburton	Prince P.E.I	55 06	25 00		
Hallerton	Huntingdon Q	89 71	48 00		5 00
Halloway	Hastings, E.R O	92 06	44 00		
Hall's Bridge	Peterborough, W.R O	196 45	94 00	10 00	10 00
Hall's Glen	Peterborough, E.R O	41 19	25 00		
Hall's Harbour	King's N.S	55 00	25 00		
Hall's Lake	Victoria & Haliburton O	20 00	25 00		
Hall's Mills	Lanark, N.R O	48 42	25 00		

d Late Gun View. *c* Late Diana. † Including $17.18 night allowance, of which $1.18 is arrears.
b Including $12 night duty. * Including $15 night allowance. ‡ Including $10 night allowance.
a Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hall's Prairie	New Westminster...B.C	82 10	34 00		
Hall's Stream	Compton ...Q	34 77	25 00	5 00	
Hallville	Dundas...O	231 84	107 50		10 00
Halpenny	Lanark, N.R...O	14 00	25 00		
Halstead	Dauphin...M	4 00	25 00		
Halston	Hastings, E.R...O	21 08	25 00		
Halversen	Pontiac...Q	34 00	25 00		
d Hamar	Qu'Appelle...Sask	41 87	14 58		
Hamelin	Portneuf...Q	98 22	32 00		
Hamill's Point	Muskoka...O	121 75	65 00		5 00
Hamilton	Prince...P.E.I	42 00	25 00		
Hamilton Beach	Wentworth...O	100 50	48 00		
Hamilton Cove	Chicoutimi & Saguenay.Q	160 47	*e*65 00	6 00	5 00
Hamilton Mountain	Sunbury & Queen's..N.B	16 00	25 00		
Hamilton, sub-office No. 7	City of Hamilton...O	‖	‖		
Hamlet	Simcoe, E.R...O	220 71	68 00		5 00
Hammond's Plains	Halifax ...N.S	40 04	25 00		
Hammondvale	King's & Albert...N.B	42 95	40 00	5 00	
Hamona	Assa. East...Sask	29 57	25 00		
Hanmer	Nipissing...O	144 23	32 00		
Hampden	Grey, S.R...O	44 43	25 00		
Hampshire	Queen's...P.E.I	24 50	25 00		
Hampshire Mills	Simcoe, E.R...O	25 00	25 00		
Hampstead	Perth, N.R...O	210 01	82 00		5 00
Hampton	Queen's ...P.E.I	163 78	74 00	5 00	5 00
Hampton	Annapolis...N.S	159 98	75 00	5 00	5 00
Hamtown	York...N.B	20 61	25 00		
Hanbury	Nipissing...O	60 08	25 00		
Hanceville	Yale & Cariboo...B.C	104 50	50 00		5 00
Hanford Brook	St. John...N.B	10 00	25 00		
Hanlan	Peel ...O	12 50	25 00		
Hanlan	Macdonald...M	26 68	25 00	11 18	
Hannon	Wentworth...O	81 69	34 00		
Hansford	Cumberland...N.S	86 46	38 00		
a Hanson	Qu'Appelle...Sask	13 00	14 58		
Hanwell	York ...N.B	24 00	25 00		
Happy Valley	Nanaimo...B.C	29 57	25 00		
Harcourt	Victoria & Haliburton.O	167 00	60 00	4 00	5 00
Harbledown	Comax-Atlin...B.C	23 30	25 00		
Harbord	Carleton...O	56 80	34 00		
Harbour Road	Antigonishe...N.S	24 20	25 00		
Harbourville	King's...N.S	120 08	62 00		5 00
Hardwicke	Northumberland ...N.B	119 75	50 00		5 00
Hardwood Flat	Compton ...Q	15 25	25 00		
Hardwood Lake	Renfrew, S.R...O	39 23	25 00		
Hardwood Lands	Hants...N.S	17 25	25 00		
Harewood	Westmoreland...N.B	9 23	25 00		
Harkaway	Grey, E.R...O	89 67	48 00		2 50
Harlem	Leeds...O	51 46	34 00		
Harley	Brant ...O	144 00	60 00	40 00	5 00
Harley Road	Sunbury & Queen's..N.B	8 25	25 00		
Harlington	Dauphin...M	51 83	25 00		
Harlock	Huron, W.R...O	44 08	25 00		
Harlowe	Frontenac...O	63 88	33 00		
Harmattan	Calgary...Alta	81 35	42 00	14 00	
b Harmony	Algoma, W.R...O	54 50	25 00		
Harmony	King's...N.S	27 04	25 00		
Harmony Mills	Shelburne & Queen's.N.S	56 73	*c*31 00		

a Opened 1-12-05. *c* Including $20 special salary. ‖ For Revenue, etc., *see* Appendix C, Hamilton sub offices, etc. *b* Late Kentvale. *d* Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
Harold	Hastings, W. R. O	72 79	40 00		
Harper	Lanark, S. R. O	129 24	48 00		
Harper's Camp	Yale & Cariboo B.C	86 46	52 00		2 50
Harper's Corners	Wentworth O	39 00	25 00		
Harperville	Macdonald M	19 00	25 00		
Harpley	Huron, W. R O	46 94	28 00		
Harrigan Cove	Halifax N.S	124 55	56 00		5 00
Harrington	Queen's P.E.I	10 70	25 00		
Harrington East	Argenteuil Q	166 23	62 00	8 00	5 00
Harrington Harbour	Chicoutimi & Saguenay Q	10 45	25 00		
Harrison's Corners	Stormont O	63 00	54 00		5 00
Harrison Road	Cumberland N.S	27 73	25 00		
Harrison Settlement	Cumberland N.S	6 00	25 00		
Harrisville	Westmoreland N.B	18 00	25 00		
Harrowby	Marquette M	193 47	74 00		5 00
Hartfell	Parry Sound O	17 95	25 00		
Hartfield	York N.B	24 96	25 00		
Hartford	Norfolk O	161 52	65 00		5 00
Hartford	Cumberland N.S	144 55	60 00		5 00
Hartford	Carleton N.B	9 00	25 00		
Hartington	Frontenac O	117 16	55 00	5 00	5 00
Hartley	Victoria & Haliburton O	128 15	44 00		
Hartley Bay	Comox-Atlin B.C	96 53	25 00		
Hartsmere	Lennox & Addington O	29 40	25 00		
Hartsville	Queen's P.E.I	21 23	25 00		
Hartville	Hants N.S	65 00	25 00		
Harvard Lakes	Inverness N.S	13 00	25 00		
Harvey Bank	King's & Albert N.B	127 00	50 00		5 00
Harwich	Kent, E. R O	281 60	65 00		5 00
Harwood	Northumberland, W. R O	246 72	96 00		10 00
Harwood Plains	Carleton O	23 40	25 00		
Haseville	Missisquoi Q	14 00	25 00		
Hassett	Digby N.S	33 96	25 00		
Hastings	Cumberland N.S	11 00	25 00		
Hastings	King's & Albert N.B	22 73	25 00		
Hastings Coulee	Strathcona Alta	40 52	25 00		
Hatchet Lake	Halifax N.S		25 00		
Hatchley Station	Brant O	70 01	25 00		
Hatfield Point	King's & Albert N.B	182 93	88 00	9 00	5 00
Hatherton	Grey, E. R O	20 73	25 00		
Hatton	Huntingdon Q	15 00	25 00		
Hatzic Prairie	New Westminster B C	52 16	25 00		
Haultain	Peterborough, E. R O	38 05	25 00		
Hauteur	Rimouski Q	25 25	25 00		
Havelock	Digby N.S	52 14	25 00		
Havendale	Guysboro' N.S	24 00	25 00		
Havergal	Hastings, E. R O	44 70	25 00		
Hawk Lake	Thunder Bay and Rainy River O	108 75	25 00		
Hawley	Lennox & Addington O	50 40	25 00		
Hawthorne	Russell O	47 98	25 00		
Hawthorne	Inverness N.S	6 25	25 00		
Hawthorne	Prince P.E.I	13 00	25 00		
Hay	Huron, S. R O	119 35	77 00		5 00
Hay Bay	Lennox & Addington O	23 73	25 00		
Hayburn	Lennox & Addington O	45 71	25 00		
Hay Cove	Richmond N.S	23 00	25 00	14 00	
Haydon	Durham O	84 14	40 00		
Hayesland	Wentworth O	24 45	25 00		

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hayesville	York N.-B	25 00	25 00		
Hayfield	Brandon M	47 00	30 00		
Haynes	Strathcona Alta	39 87	30 00		
Hay's River	Inverness N.S	15 50	25 00		3 00
Hazel Cliffe	Assa. East Sask	215 56	88 00		5 00
Hazeldean	Carleton O	142 81	62 00		5 00
Hazel Grove	Queen's P.E.I	19 38	25 00		
Hazel Land	Argenteuil Q	11 25	25 00		
Hazelmere	New Westminster B.C	92 70	34 00		
Hazel Ridge	Selkirk M	13 00	25 00		
Hazelton	Comox-Atlin B.C	243 34	156 00	3 00	15 00
Hazelwood	Assa. East Sask	50 90	25 00	3 00	
Hazzard's Corners	Hastings, E.R O	99 59	72 00		5 00
Headford	York, C.R O	39 65	25 00		
Head Lake	Victoria Haliburton O	21 93	25 00		
Headlands	Qu'Appelle Sask	79 22	30 00	9 00	
Head of Amherst	Cumberland N.S	72 94	32 00		
Head of Cardigan	King's P.E.I	4 00	25 00		
Head of Chezzetcook	Halifax N.S	84 42	46 00	16 00	2 50
Head of Hillsborough	King's P.E.I	11 50	25 00		
Head of Jeddore	Halifax N.S	75 40	32 00	11 00	
Head of Jordan River	Shelburne & Queen's N.S	238 64	116 00		10 00
Head of Millstream	King's & Albert N.B	64 00	28 00		
Head of River Hebert	Cumberland N.S	143 23	74 00		5 00
Head of Tatamagouche Bay	Colchester N.S	64 00	28 00	6 66	
Head of Tide	Restigouche N.B	35 00	25 00	12 00	
Head of Wallace Bay	Cumberland N.S	103 14	44 00		
Heal	Nanaimo B.C	15 00	25 00		
Heathbell	Pictou N.S	12 59	25 00		
Heather Brae	Strathcona Alta	254 72	125 90	50 00	10 00
Heatherdale	King's P.E.I	21 30	25 00		
Heathton	Stanstead Q	44 96	25 00		
Hebbs Cross	Lunenburg N.S	35 70	25 00	*8 17	
Hebert	Mégantic Q	19 08	25 00		
Hebert	Kent N.B	15 50	25 00		
Hebron	King's & Albert N.B	12 00	25 00		
Hecla	Selkirk M	34 20	25 00		
Heckston	Grenville O	169 22	63 00	2 38	5 00
Hectanooga	Digby N.S	109 69	42 00		
Hedgeville	Pictou N.S	33 19	25 00		
Hednesford	Assa. West Sask	26 25	25 00		
Heffley Creek	Yale & Cariboo B.C	17 00	25 00		
Heidelburg	Waterloo, N.R O	200 00	90 00		5 00
Hekkla	Muskoka O	27 00	25 00		
Helena	Huntingdon Q	55 00	30 00		
Hemford	Lunenburg N.S	117 12	51 00	3 00	2 50
Hemison	Dorchester Q	23 01	28 00		
Hemlock	Norfolk O	42 40	25 00		
Henderson Settlement	Sunbury & Queen's N.B	27 71	25 00		
Henderson Settlement	Cumberland N.S	40 63	25 00		
Henderson's Grove	Mégantic Q	20 58	25 00		
Henderson Vale	Mégantic Q	11 00	25 00		
Henfryn	Huron, E.R O	88 56	34 00		
Hennigar	Hants N.S	29 96	25 00		
Henry	Prescott O	20 75	25 00		
Henrysburg	St. John's & Iberville Q	93 74	42 00		
Henry's Corners	Lambton, W.R O	12 00	25 00		
Herbert Corners	Russell O	44 77	25 00		
Herdman	Huntingdon Q	103 75	48 00		5 00

* Including 17c. arrears forward.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hereford	Compton ..... Q	23 70	25 00	.....	.....
Hereward	Dufferin ..... O	48 30	27 50	.....	.....
Hermanville	King's ..... P.E.I	19 00	25 00	.....	.....
Hermon	Hastings, E.R ..... O	135 25	54 00	14 00	5 00
Heron	Assa. East ..... Sask	44 30	25 00	.....	.....
Heron Bay	Thunder Bay & Rainy River ..... O	142 02	57 00	.....	5 00
Heron Island	Restigouche ..... N.B	16 00	25 00	.....	.....
Herring Cove	Halifax ..... N.S	37 18	25 00	.....	.....
Herouville	Champlain ..... Q	144 21	62 00	.....	5 00
Herron's Mills	Lanark, N.R ..... O	18 75	25 00	.....	.....
Hesson	Perth, N.R ..... O	121 09	60 00	.....	5 00
Hewitt	Welland ..... O	58 00	28 00	.....	.....
*a*Hewitt Landing	Edmonton ..... Sask	13 00	14 58	.....	.....
Hexham	Northumberland ..... N.B	19 25	25 00	.....	.....
Heyworth	Wright ..... Q	53 10	25 00	.....	.....
Hiawatha	Peterborough, E.R ..... O	5 43	25 00	.....	.....
Hibernia	Sunbury & Queen's ..... N.B	36 24	25 00	.....	.....
*b*Hicksburg	Calgary ..... Alta	20 00	10 41	.....	.....
Hicksvale	Assa. West ..... Sask	6 00	25 00	.....	.....
Hicksville	Westmoreland ..... N.B	6 25	25 00	.....	.....
Higgin's Road	Prince ..... P.E.I	51 97	25 00	.....	.....
High Bank	King's ..... P.E.I	33 92	25 00	.....	.....
Highbury	King's ..... N.S	17 25	25 00	.....	.....
*c*Highclere	Humboldt ..... Sask	21 00	4 16	.....	.....
High Falls	Labelle ..... Q	55 44	30 00	.....	.....
Highfield	York, C.R ..... O	43 80	25 00	.....	.....
Highfield	Hants ..... N.S	26 00	25 00	.....	.....
Highfield	Sunbury & Queen's ..... N.B	54 00	25 00	.....	.....
Highland	Guysboro ..... N.S	15 25	25 00	.....	.....
Highland Grove	Victoria & Haliburton ..... O	166 36	75 00	4 75	5 00
Highland Park	Strathcona ..... Alta	72 26	25 00	.....	.....
Highland Village	Colchester ..... N.S	41 98	25 00	.....	.....
Highlands	Carleton ..... N.B	15 00	25 00	.....	.....
High View	Assa. East ..... Sask	54 57	30 00	.....	.....
*a*Hilcrest	Assa. East ..... Sask	16 87	14 58	.....	.....
Hildebrand	Assa. East ..... Sask	16 17	25 00	.....	.....
Hildegard	Westmoreland ..... N.B	5 00	25 00	.....	.....
Hildeu	Colchester ..... N.S	45 12	25 00	.....	.....
Hillandale	Victoria ..... N.B	11 20	25 00	.....	.....
Hillaton	King's ..... N.S	86 72	30 00	.....	.....
Hillburn	Assa. East ..... Sask	45 05	25 00	.....	.....
Hill Crest	Mégantic ..... Q	11 00	25 00	.....	.....
Hill End	Strathcona ..... Alta	49 19	30 00	.....	.....
Hillesden	Assa. East ..... Sask	56 09	28 00	3 75	.....
Hill Farm	Assa. East ..... Sask	30 92	50 00	.....	5 00
Hill Grove	Digby ..... N.S	44 73	27 50	.....	.....
Hill Grove	Westmoreland ..... N.B	11 20	25 00	.....	.....
*d*Hill Hall	Qu'Appelle ..... Sask	55 82	20 83	.....	.....
Hill Head	Argenteuil ..... Q	24 30	25 00	.....	.....
Hillhurst	Compton ..... Q	175 00	90 00	.....	10 00
Hilliardton	Nipissing ..... O	67 49	25 00	.....	.....
Hillier	Prince Edward ..... O	176 80	84 00	10 00	5 00
Hillman	Essex, S.R ..... O	9 00	25 00	.....	.....
Hillsborough	Inverness ..... N.S	34 20	*31 00	.....	.....
Hillsburn	Annapolis ..... N.S	37 92	25 00	.....	.....
Hillsdale	Inverness ..... N.S	13 00	25 00	.....	.....
Hillsdale	King's & Albert ..... N.B	79 96	44 00	.....	.....

*a*Opened 1-12-05. *b*Opened 1-2-06. *c*Opened 1-5-06. *d* Opened 1-9-05.
*Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hillsdown	Strathcona....Alta	19 50	25 00		
Hill's Green	Huron, S.R.....O	129 26	40 00		
Hillside	Muskoka.....O	54 27	28 00		
Hillside	Missisquoi.....Q	23 91	25 00		
Hillside, Boularderie	North Cape Breton and Victoria.....N.S	12 25	25 00		
Hillside	South Cape Breton..N.S	9 75	25 00		
Hillside	King's & Albert.....N.B	10 00	25 00		
Hillsvale	Hants.....N.S	24 50	25 00		
Hilltop	Marquette.....M	22 50	25 00		
Hillview	Nipissing.....O	56 72	25 00		
Hillview	Yarmouth.....N.S	12 25	25 00		
Hillview	Brandon.....M	75 24	38 00		
Hilly Grove	Algoma, E.R.....O	18 90	25 00		
Hilton	Yale & Cariboo.....B.C	16 45	25 00		
Himsworth	Parry Sound.....O	16 00	25 00		
Hinch	Lennox & Addington..O	5 00	25 00		
*e*Hinton Hill	Victoria & Haliburton.O	12 85	10 60		
Hiram	King's & Albert.....N.B	20 25	25 00		
Hirsch	Assa. East.....Sask	72 25	25 00		
Hirzel	Qu'Appelle.....Sask	87 48	25 00		
Hitchcock	Qu'Appelle.....Sask	144 41	32 00		
Hnausa	Selkirk.....M	120 86	40 00		
Hoard's Station	Northumberland, E.R..O	134 01	52 00		5 00
Hoasic	Dundas.....O	17 00	25 00		
Hoath Head	Grey, N.R.....O	53 00	25 00		
Hobart	Simcoe, E.R.....O	45 85	25 00		
Hochstadt	Provencher.....M	32 97	28 00		
Hockley	Dufferin.....O	105 46	55 00		5 00
Hocquart	Témiscouata.....Q	86 52	34 00		
Hodgins	Pontiac.....Q	28 61	25 00		
Hodson	Pictou.....N.S	30 88	25 00		
Hogan	Hastings, E.R.....O	125 44	40 00		
Hogg	Grey, N.R.....O	38 14	25 00		
Holbrook	Oxford, S.R.....O	81 00	42 00		
Holderville	King's & Albert.....N.B	28 39	25 00		
Holiday	Oxford, N.R.....O	34 73	25 00		
Holland's Mills	Labelle.....Q	73 12	40 00		
Holleford	Frontenac.....O	29 00	25 00		
Holly	Simcoe, S.R.....O	49 26	25 00		
Holly Park	York, N.R.....O	9 00	25 00		
Holmesville	Carleton.....N.B	25 00	25 00		
Holmesville	Huron, W.R.....O	179 55	80 00	12 00	5 00
* Holmstown	Strathcona.....Alta	12 00	4 16		
Holt	York, N.R.....O	72 53	25 00		
Holton	Châteauguay.....Q	71 57	34 00	9 00	
Holyrood	Bruce, S.R.....O	110 05	54 00		5 00
Homer	Lincoln.....O	130 00	§64 00		5 00
Homeville	South Cape Breton..N.S	13 62	25 00		
Homewood	Macdonald.....M	91 95	25 00	‡3 16	
Honfleur	Bellechasse.....Q	82 72	34 00		
Honora	Algoma, E.R.....O	59 84	34 00	4 00	
Honoréville	St. John's & Iberville..Q	26 50	25 00		
Hoodoo	Humboldt.....Sask	72 18	25 00		
Hope Bay	Bruce, N.R.....O	42 25	25 00		
Hopefield	Renfrew, S.R.....O	6 25	25 00		
Hopefield	King's.....P.E.I	26 71	25 00		
Hope River	Queen's.....P.E.I	23 00	25 00		
Hope Station	New Westminster...B.C	95 05	42 00	14 00	

e Opened 27-1-06. * Opened 1-5-06. § Including $6 night allowance. ‡ Including 16c. arrears forward.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hopetown	Bonaventure.....Q	54 90	†38 50		
Hopetown	Lanark, N.R.....O	83 00	40 00	5 00	
Hopeville	Grey, E.R.....O	221 05	102 00		10 00
Hopewell	King's & Albert.....N.B	37 50	25 00		
Hopper	King's & Albert.....N.B	9 25	25 00		
Hornby	Halton.....O	133 70	70 00		5 00
Hornby Island	Vancouver.....B.C	108 84	40 00		
Horncastle	Victoria & Haliburton.O	31 60	25 00		
Horn's Road	South Cape Breton .N.S	15 25	25 00		
Horsefly	Yale & Cariboo .....B.C	26 70	25 00		
Horse Hills	Edmonton.....Alta	22 00	25 00		
a Horse Lake	Mackenzie .....Sask	35 00	14 58		
Hotham	Parry Sound. .....O	30 00	25 00		
Hotspur	Victoria & Haliburton.O	31 00	25 00		
Houghton	Norfolk.....O	86 77	30 00		
Housey's Rapids	Muskoka..... .....O	90 41	36 00		
Howard	Renfrew, S.R. .....O	22 48	25 00		
Howard Valley	Argenteuil.....Q	74 96	34 00		
Howe Island	Frontenac.....O	28 00	25 00		
b Howell	Humboldt.....Sask	76 51	10 41		
c Howe Sound	Comox-Atlin.....B.C	27 00	8 33		
Howlett	Middlesex, W.R.....O	63 44	25 00		
Howser	Kootenay..... ....B.C	38 70	25 00		
Hubrey	Middlesex, E.R.....O	63 03	36 00		
Hudmore	Qu'Appelle.....Sask	51 36	25 00		
Huestis Landing	Sunbury & Queen's..N.B	2 00	25 00		
Hulbert	Dundas.....O	133 45	72 00		5 00
Hullcar	Yale & Cariboo.....B.C	20 45	25 00		
Humber	York, C.R. ....O	111 74	60 00		5 00
Hunka	Edmonton.....Alta	10 00	25 00		
Hun's Valley	Dauphin .....M	9 00	25 00		
Hunter's Home	Sunbury & Queen's..N.B	24 98	25 00		
Hunter's Mountain	North Cape Breton & Victoria .....N.S	25 12	25 00		
Hunter's Point	Pontiac. .....Q	37 00	51 50		2 50
Hunterstown	Maskinongé.....Q	101 20	46 00		5 00
Huntingdon	New Westminster...B.C	199 85	70 00		5 00
Huntingfield	Huron, E.R.....O	15 00	25 00		
Huntington	South Cape Breton..N.S	6 00	25 00		
Huntingville	Sherbrooke.....Q	49 25	25 00		
Huntley	Carleton.....O	130 80	62 00		5 00
Hunt's Point	Shelburne & Queen's..N.S	65 60	25 00		
d Hurdman Lodge	Sask .....Sask	24 35	18 75		
Hurdman's Bridge	Russell.....O	22 92	25 00		
Hurdville	Parry Sound .....O	48 71	25 00		
Hurondale	Huron, S.R.....O	20 00	25 00		
a Huronville	Qu'Appelle ... .Sask	57 97	14 58		
a Hurry	Strathcona. .....Alta	88 87	14 58		
Husavick	Selkirk.....M	21 01	25 00		
Hustlers	Assa. West. .....Sask	42 02	25 00		
Hutchinson	Middlesex, N.R.....O	6 00	25 00		
Hutton House	Muskoka..... .....O	46 86	34 00		
Huttonsville	Peel.....O	168 87	84 00		5 00
Hybla	Hastings, E.R.....O	23 96	25 00		
Hyde	Qu'Appelle.....Sask	16 02	30 00		
Hyde Park	Macdonald.....M	23 25	25 00		
Hyde Park Corner	Middlesex, E.R.....O	211 25	72 00		5 00
Hyder	Souris.....M	22 50	25 00		

a Opened 1-12-05. *b* Opened 1-2-06. *c* Reopened 1-3-06. † Including $12 night allowance.
d Opened 1-10-05. *e* Opened 1-12-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hymers	Thunder Bay & Rainy River...O	312 05	102 00	8 00	10 00
Hyndford	Renfrew, S.R...O	122 60	66 00	.....	5 00
Hyndman	Grenville...O	21 00	25 00	.....	.....
Ice Lake	Algoma, E.R...O	9 00	25 00	.....	.....
Icelandic River	Selkirk...M	173 86	82 00	†10 75	5 00
Ida	Durham...O	95 50	40 00	.....	.....
Ida	Sunbury & Queen's..N.B	19 00	25 00	.....	.....
b Ideal	Macdonald...M	14 89	16 67	.....	.....
Ignace	Thunder Bay & Rainy River...O	646 85	*357 00	.....	††35 00
Ile aux Noix	St. John's & Iberville..Q	171 51	69 50	.....	5 00
Ilfracombe	Muskoka...O	5 00	25 00	.....	.....
Imlah	King's & Albert...N.B	25 00	25 00	.....	.....
Inchby	Sunbury & Queen's..N.B	31 80	25 00	.....	.....
Independence	Edmonton...Alta	55 07	25 00	.....	.....
Indian Brook	North Cape Breton & Victoria...N.S	19 06	25 00	.....	.....
Indian Ford	Macdonald...M	60 44	25 00	.....	.....
Indian Harbour	Halifax...N.S	73 80	40 00	.....	.....
Indian Harbour Lake	Guysborough...N.S	44 50	25 00	.....	.....
Indian Island	Charlotte...N.B	37 98	25 00	.....	.....
Indian Mountain	Westmoreland...N.B	6 00	25 00	.....	.....
Indian Point	Lunenburg...N.S	45 00	25 00	.....	.....
Indian River	Prince East...P.E.I	70 05	28 00	.....	.....
Indian Road	Hants...N.S	26 65	25 00	.....	.....
Indian Springs	Macdonald...Man	40 70	30 00	.....	.....
Inga	Edmonton...Alta	60 00	25 00	.....	.....
Ingle	Lennox & Addington...O	14 25	25 00	.....	.....
Ingleside	Macdonald...M	23 62	25 00	.....	.....
d Ingleton	Strathcona...Alta	57 00	6 25	.....	.....
Inglis Falls	Grey, N.R...O	40 00	25 00	.....	.....
Inglisville	Annapolis...N.S	26 97	25 00	.....	.....
Ingoldsby	Victoria & Haliburton.O	35 30	25 00	.....	.....
Ingolf	Thunder Bay and Rainy River...O	50 76	42 00	.....	.....
Ingomar	Shelburne & Queen's..N.S	104 38	38 00	.....	.....
Ingonish Centre	North Cape Breton and Victoria...N.S	16 00	25 00	.....	.....
Ingonish Ferry	North Cape Breton and Victoria...N.S	29 92	**35 00	.....	.....
a Ingram River	Halifax...N.S	.....	4 58	.....	0 42
Inholmes	Parry Sound...O	26 23	25 00	.....	.....
Inkster	Selkirk...M	§	§	.....	.....
Inlet	Labelle...Q	29 00	*c*31 00	.....	.....
Inlet Baddeck	North Cape Breton and Victoria...N.S	16 01	25 00	.....	.....
Innisville	Lanark, S.R...O	85 00	44 00	.....	5 00
Insinger	Mackenzie...Sask	65 62	36 50	.....	2 50
Intervale	Westmoreland...N.B	18 75	25 00	.....	.....
Inverhaugh	Wellington, S.R...O	19 00	25 00	.....	.....
Inverhuron	Bruce, N.R...O	90 02	50 00	.....	.....
Invermay	Mackenzie...Sask	307 80	‡58 95	.....	5 00

b Opened 1-11-05. * Including $15 night allowance and $96 arrears salary. † Including 75c. arrears forward. ††Including $10 arrears § For Revenue, etc., *see* Appendix C, under Winnipeg sub-offices, etc. *a* Closed 1-8-05. *d*Opened1-4-06. **Including $10 special night allowance. *c*Including $6 night allowance. ‡ Including $10.95 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Inverness	Prince.....P.E.I	12 50	25 00	.....	.....
Inverness Asylum	Inverness .....N.S	27 15	25 00	.....	.....
Iona	Queen's.....P.E.I	58 75	27 50	.....	.....
Iowalta	Strathcona.....Alta	51 50	25 06	.....	.....
Irena	Dundas.....O	147 48	55 00	4 00	5 00
Ireton	Yarmouth.....N.S	19 01	25 00	.....	.....
Iris	Queen's .....P.E.I	29 00	25 00	.....	.....
Irish Cove	South Cape Breton..N.S	95 05	38 00	*d*28 00	.....
Irish Lake	Grey, S.R. .....O	26 96	25 00	.....	.....
Irishtown	Westmoreland .....N.B	15 00	25 00	16 00	.....
Irish Vale	South Cape Breton..N.S	3 00	25 00	.....	.....
Iron Bound Cove	Sunbury & Queen's..N.B	16 25	25 00	.....	.....
Iron Bridge	Algoma, E.R.....O	170 45	80 00	9 00	7 50
Iron Hill	Brome.....Q	109 99	52 00	.....	5 00
Iron Mines	Inverness.....N.S	24 25	25 00	.....	.....
Iron Ore	Pictou .....N.S	21 50	25 00	.....	.....
Iron Rock	Pictou .....N.S	41 23	25 00	.....	.....
Ironside	Wright.....Q	116 85	40 00	.....	.....
Irvine	Mégantic.....Q	10 00	25 00	.....	.....
Irvine's Landing	Comox-Atlin.....B.C	19 23	25 00	.....	.....
Irving Settlement	King's & Albert.....N.B	27 98	25 00	.....	.....
Isaac's Harbour North	Guysborough.....N.S	48 46	†47 50	.....	.....
Isbester	Algoma, W.R.....O	34 93	25 00	.....	.....
Isherwood	Thunder Bay and Rainy River.....O	13 25	25 00	.....	.....
Island Brook	Compton .....Q	174 39	76 00	3 00	5 00
Island East River	Pictou .....N.S	22 75	25 00	.....	.....
Island Lake	Strathcona.....Alta	73 81	25 00	1 50	.....
Island River	Gloucester.....N.B	40 29	25 00	.....	.....
Islay	Victoria & Haliburton.O	50 50	25 00	.....	.....
Isle aux Coudres	Charlevoix..... Q	44 20	25 00	5 00	.....
Isle aux Grues	Montmagny ..... Q	92 96	44 00	.....	.....
Isle Bizard	Jacques Cartier. .....Q	91 77	38 00	.....	.....
Isle des Chênes	Provencher.....M	26 25	25 00	.....	.....
Isle Dupas	Berthier .....Q	46 00	28 00	.....	.....
Isle of Skye	Huntingdon.....Q	50 00	25 00	.....	.....
Isle Perrot	Vaudreuil .....Q	78 75	32 00	.....	.....
Isle Perrot, North	Vaudreuil .....Q	32 00	25 00	.....	.....
Islington	York, C.R.....O	252 00	92 00	.....	10 00
Italy Cross	Lunenburg.....N.S	87 96	38 00	3 00	.....
Ivan	Middlesex, N.R.....O	89 30	52 00	.....	5 00
Ivera	North Cape Breton and Victoria.....N.S	8 00	25 00	.....	.....
Ives	Richmond & Wolfe....Q	29 28	25 00	.....	.....
Ivry	Témiscouata.....Q	95 94	50 00	.....	.....
Ivy	Simcoe, S.R.....O	182 44	102 00	.....	10 00
Ivy Lea	Leeds.....O	161 00	68 00	.....	5 00
Jackfish Lake	Sask .....Sask	17 95	25 00	.....	.....
Jack's Lake	Simcoe, N.R.....O	36 00	25 00	.....	.....
Jackson	Cumberland.....N.S	41 73	27 50	.....	.....
Jackson	Grey, N.R.....O	118 45	59 00	.....	5 00
Jacksontown	Carleton .....N.B	15 75	25 00	.....	.....
Jacksonville	North Cape Breton and Victoria.....N.S	40 00	25 00	.....	.....

d Including $25 special forward allowance. † Including $15 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
a Jackville	Calgary, Alta	27 66	20 83		
Jaffa	Elgin, E.R., O	24 38	25 00		
Jaffray	Kootenay, B.C	274 13	110 00		10 00
James Bay Junction	Parry Sound, O	206 91	62 00		5 00
James River	Antigonishe, N.S	12 48	25 00		
James River Station	Antigonishe, N.S	100 15	44 00	36 00	
Jamesville	North Cape Breton and Victoria, N.S	9 00	25 00		
Jamieson	Lanark, N.R., O	8 00	25 00		
Jamieson	Megantic, Q	12 50	25 00		
Janetville	Durham, O	223 09	92 00		10 00
Janeville	Gloucester, N.B	62 10	28 00		
Jardineville	Kent, N.B	119 86	55 00		5 00
Jarlsberg	Parry Sound, O	164 98	70 00		5 00
Jarnac	Labelle, Q	18 00	25 00		
Jauvrin's Harbour	Richmond, N.S	14 00	25 00		
Jeanette's Creek	Kent, W.R., O	163 32	62 00		5 00
Jeanne d'Arc	Wright, Q	36 00	25 00		
Jeddore Oyster Ponds	Halifax, N.S	128 44	66 00	5 00	5 00
Jefferson	York, C.R., O	66 12	30 00		
Jeffry	King's & Albert, N.B	24 20	25 00		
b Jeffrey	Edmonton, Alta	5 00	4 16		
Jellyby	Brockville, O	36 00	25 00		
Jemseg	Sunbury & Queen's, N.B	125 40	48 00	6 00	5 00
Jenkins	Sunbury & Queen's, N.B	26 71	25 00		
Jericho	Lambton, E.R., O	41 48	25 00		
Jermyn	Peterborough, E.R., O	37 42	25 00		
Jersey Cove	North Cape Breton & Victoria, N.S	15 00	25 00		
Jersey Cove	Gaspé, Q	24 03	25 00		
Jersey Mills	Beauce, Q	100 71	*64 00	3 00	
Jessop Falls	Prescott, O	43 00	25 00		
Jessopville	Dufferin, O	76 86	36 00		
Jetté	Nicolet, Q	29 25	25 00		
Jewellville	Renfrew, S.R., O	86 83	48 00		5 00
Jewett's Mills	York, N.B	30 94	25 00		
Jocelyn	Algoma, W.R., O	35 25	25 00		
Jock Vale	Carleton, O	54 60	25 00		
Jocko River	Nipissing, O	172 00	62 00		5 00
Joggin Bridge	Digby, N.S	74 20	28 00		
Johnson	Grey, N.R., O	34 00	25 00		
Johnson's Croft	King's & Albert, N.B	3 00	25 00		
Johnson's Mills	Westmoreland, N.B	33 50	25 00		
Johnston	Sunbury & Queen's, N.B	9 00	25 00		
Johnston's Corners	Russell, O	29 96	25 00		
Johnston's River	Queen's, P.E.I	18 00	25 00		
Johnstown	Richmond, N.S	32 50	25 00		
Johnville	Compton, Q	158 78	84 00		5 00
Johnville	Carleton, N.B	45 00	25 00		
Jolicure	Westmoreland, N.B	127 15	53 50		5 00
Jones Corner	King's & Albert, N.B	6 25	25 00		
Jones Falls	Leeds, O	103 31	44 00		5 00
Jordan Bay	Shelburne & Queen's, N.S	26 90	25 00		
Jordan Bay, East Side	Shelburne & Queen's, N.S	79 00	58 00		5 00
Jordan Branch	Shelburne & Queen's, N.S	11 25	25 00		
Jordan Ferry	Shelburne & Queen's, N.S	34 30	25 00		
Jordan Harbour	Lincoln, O	44 00	64 00		5 00

a Re-opened 1-9-05. *b* Opened 1-5-06. * Including $20 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Joseph Farm	Wright ..... Q	9 00	25 00	.....	.....
Josephsburg	Waterloo, S.R ..... O	26 20	25 00	.....	.....
Josephsburg	Assa. West ..... Alta	155 73	58 00	.....	5 00
Joyceville	Frontenac ..... O	46 00	25 00	.....	.....
Joynt	Wright ..... Q	85 00	32 00	.....	.....
Jubilee	North Cape Breton & Victoria ..... N.S	18 75	25 00	.....	.....
Jubilee	King's & Albert .... N.B	50 00	30 50	.....	.....
Juddhaven	Muskoka ..... O	223 40	86 00	.....	5 00
Judge	Nipissing ..... O	91 30	34 00	.....	.....
Judique	Inverness ..... N.S	114 76	38 00	8 00	.....
a Jules	Wright ..... Q	26 81	21 39	.....	.....
Julien	Portneuf ..... Q	34 89	25 00	.....	.....
Jumping Pond	Calgary ..... Alta	59 37	25 00	.....	.....
Junetown	Brockville ..... O	78 92	36 00	.....	.....
Juniper Mount	South Cape Breton .. N.S	17 95	25 00	.....	.....
†Juniper Island	Peterborough, E.R ... O	153 00	66 00	.....	5 00
Jura	Lambton, E.R ..... O	16 82	25 00	.....	.....
Juvenile Settlement	Sunbury & Queen's .N.B	28 18	25 00	.....	.....
KAKABEKA	Thunder Bay & Rainy R. O	131 58	*c* 31 00	.....	.....
b Kakabeka Falls	Thunder Bay & Rainy R. O	365 20	161 00	.....	6 91
Kaladar Station	Lennox & Addington .. O	96 77	50 00	.....	5 00
Kaleida	Lisgar ..... M	30 39	25 00	.....	.....
Kananaskis	Calgary ..... Alta	135 85	27 50	.....	.....
Kanes	Gloucester ..... N.B	13 00	25 00	.....	.....
Kansas	Calgary ..... Alta	89 00	25 00	.....	.....
Kaposvar	Assa. East ..... Sask	5 00	27 50	.....	.....
Karsdale	Annapolis ..... N.S	103 75	50 00	.....	5 00
Katepwe	Qu'Appelle ..... Sask	38 53	28 00	.....	.....
Katevale	Stanstead ..... Q	130 05	70 00	.....	5 00
Katrine	Parry Sound ..... O	84 70	40 00	.....	.....
Katrine Station	Parry Sound ..... O	148 40	62 00	.....	5 00
Katrinthal	Assa. West. ..... Sask	27 92	25 00	.....	.....
Kay Settlement	Westmoreland ..... N.B	4 00	25 00	.....	.....
Keating	District of Vancouver. B.C	74 56	38 00	.....	.....
Keats	Westmoreland ..... N.B	20 00	25 00	.....	.....
Kedron	King's & Albert .... N.B	9 00	25 00	.....	.....
Keefers	Yale & Cariboo ..... B.C	97 22	32 00	.....	.....
Keelerville	Frontenac ..... O	17 00	25 00	.....	.....
Keelerville	Assa. West ..... Sask	91 60	32 00	.....	.....
Keenansville	Simcoe, S.R ..... O	67 01	47 00	.....	2 50
Kegaska	Chicoutimi & Saguenay. Q	7 00	25 00	.....	.....
Keirsteadville	King's & Albert .... N.B	29 00	25 00	.....	.....
Keith	Compton ..... Q	26 23	25 00	.....	.....
Keith	King's & Albert ..... N.B	5 00	25 00	.....	.....
Keithley Creek	Yale & Cariboo ..... B.C	39 19	25 00	.....	.....
Keldon	Dufferin ..... O	77 56	34 00	.....	.....
Kelloe	Marquette ..... M	296 78	118 00	.....	10 00
Kells	Nipissing ..... O	48 25	25 00	.....	.....
Kelly's Cross	Queen's ..... P.E.I	65 82	30 00	.....	.....
Kelly's Cove	Yarmouth ..... N.S	26 19	25 00	.....	.....
Kelso	Huntingdon ..... Q	121 75	56 00	.....	5 00
Kelso	Halton ..... O	91 36	42 00	.....	.....
Kelvin	Brant ..... O	159 00	66 00	.....	5 00

a Opened 24-8-05. *b* Opened 15-1-06. *c* Including $6 night allowance. † Summer office ; late Stony Lake.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kelvin	Macdonald.....M	31 95	25 00		
Kelvin Grove	Prince.....P.E.I	26 75	25 00		
Kelvin Grove	Huntingdon.....Q	37 75	25 00		
Kemble	Grey, N.R.....O	258 00	110 00	4 00	10 00
Kemnay	Brandon.....M	222 52	97 00		7 50
Kempt	Shelburne & Queen's.N.S	191 47	72 00		5 00
Kempt Road	Richmond.....N.S	18 75	25 00		
Kempt Road Hill	Bonaventure.....Q	18 00	25 00		
Kempt Station	Rimouski.....Q	62 23	28 00		
Kempt Shore	Hants.....N.S	109 12	53 00		5 00
Kempt Town	Colchester.....N.S	44 25	25 00		
Kendal	Durham.....O	192 60	106 00		10 00
Kenlis	Qu'Appelle.....Sask	212 40	125 00		10 00
Kenlock	Inverness.....N.S	68 00	25 00	16 00	
Kennaway	Victoria & Haliburton.O	25 00	25 00		
Kennebecasis Island	King's & Albert....N.B	17 00	25 00		
Kennedy	Assa. East.....Sask	35 78	25 00		
Kennell	Assa. West.....Sask	33 78	25 00		
Kenneth	Carleton.....N.B	23 97	25 00		
Kennetcook Corner	Hants.....N.S	131 50	70 00		5 00
Kennicott	Perth, S.R.....O	37 00	28 50		
Kennington Cove	South Cape Breton..N.S	16 00	25 00		
Kénogami	Chicoutimi & Saguenay.Q	11 00	25 00		
Kensington	Huntingdon.....Q	126 70	55 00		5 00
Kensington Prairie	New Westminster...B.C	*a*10 00			
Kent Centre	Kent, W.R.....O	59 53	25 00		
Kent Junction	Kent.....N.B	37 60	25 00		
Kent Lake	Kent.....N.B	30 00	25 00		
Keohan	King's & Albert.....N.B	12 75	25 00		
Kepler	Frontenac.....O	61 13	25 00		
Kerfoot	Portage la Prairie.....M	58.55	25 00		
Kerrowgare	Pictou.....N.S	64 45	28 00		
Kerry	King's & Albert....N.B	15 50	25 00		
Kersley	Yale & Cariboo.....B.C	61 25	52 00		2 50
Kertch	Lambton, W.R.....O	111 00	48 00		
Keswick Ridge	York.....N.B	76 55	30 00	24 00	
Ketch Harbour	Halifax.....N.S	19 86	25 00		
Keward	Grey, S.R.....O	24 20	25 00		
Kewstoke	Inverness.....N.S	12 00	25 00		
Keyser	Middlesex, N.R.....O	61 00	34 00		
Khiva	Huron, S.R.....O	39 00	25 00		
Kilbain	Huntingdon.....Q	35 00	25 00		
Kilbride	Halton.....O	171 25	78 00		5 00
Kildare	Prince.....P.E.I	39 00	25 00		
Kildare Capes	Prince.....P.E.I	15 00	25 00		
c Kildonan	Selkirk.....M		*20 00		
Kilfoil	Carleton.....N.B	22 00	25 00		
Kilgorie	Dufferin.....O	7 25	25 00		
Kilkenny Lake	South Cape Breton..N.S	4 00	25 00		
Killaloe	Renfrew, S.R.....O	84 00	50 00		2 50
Killaly	Assa. East.....Sask	120 65	25 00		
Killam's Mills	Westmoreland.....N.B	12 50	25 00		
Killarney	Algoma, E.R.....O	188 02	100 00	35 00	10 00
Killean	Wellington, S.R.....O	19 00	25 00		
Killowen	Argenteuil.....Q	28 96	25 00		
Killowen	Carleton.....N.B	26 00	25 00		
Kilmanagh	Peel.....O	34 65	25 00		
Kilmarnock	Lanark, S.R.....O	26 14	25 00		

a Credit for new office not yet opened. *c* Closed 26-6-05. * Arrears salary.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kilmartin	Middlesex, W.R. O	31 00	25 00		
Kilmaurs	Carleton O	26 63	25 00		
Kilwinning	Sask. Sask	46 94	25 00		
Kilworth Bridge	Middlesex, W.R O	54 50	25 00		
Kilworthy	Muskoka O	135 17	56 00	9 16	5 00
Kimball	Lambton, W.R. O	58 00	25 00		
Kimball	Alta Alta	91 98	38 00		
Kimberley	Mégantic Q	14 00	25 00		
Kimbo	Lincoln O	34 78	25 00		
Kinbrae	Assa. East Sask	2 00	13 30		
Kincardine	Victoria N.B	38 75	25 00	10 00	
Kingarf	Bruce, N.R. O	94 74	40 00		
Kingarth	York N.B	24 69	25 00		
Kingsborough	King's P.E.I	43 93	25 00		
Kingcome Inlet	Comox-Atlin B.C	18 00	25 00		
b King Corner	Mégantic Q	10 00	8 33		
King Creek	York, N.R. O	11 00	25 00		
Kinghurst	Grey, S.R O	9 00	25 00		
Kinglake	Norfolk O	93 15	52 00		2 50
Kingross	Inverness N.S	18 00	25 00		
Kingsbridge	Huron, W.R O	109 45	55 00		5 00
Kingsbury	Lunenburg N.S	59 00	25 00		
Kingscote	Grey, E.R O	45 75	25 00		
Kingscourt	Lambton, E.R. O	40 50	25 00		
Kingscroft	Stanstead Q	71 48	25 00		
Kingscroft	Sunbury & Queen's. N.B	17 00	25 00		
Kingsey	Drummond Q	66 99	40 00		
Kingsford	Hastings, E.R. O	66 00	36 00		
King's Head	Pictou N.S	22 30	25 00		
Kingsley	Lisgar M	37 00	25 00		
Kingsley	York N.B	9 00	25 00		
c Kingsmere	Wright Q	75 00	30 00		
Kingsmill	Elgin, E.R. O	147 20	56 00	14 00	5 00
Kingston	Queen's P.E.I	44 63	25 00		
Kingston Mills	Frontenac O	27 86	25 00	7 00	
Kingston Station	Kingston O	‡	‡		
Kingston Village	King's N.S	125 02	55 00		2 50
Kingsville	Inverness N.S	35 44	25 00	4 00	
d Kingsville	Kootenay B.C.	12 00			
King's Wharf	Victoria & Haliburton O	37 50	25 00		
Kinkora	Perth, N.R. O	94 32	48 00		5 00
Kinkora	Prince P.E.I	88 10	44 00	4 00	
Kinlock	Queen's P.E.I	36 23	25 00		
Kinloss	Bruce, S.R. O	184 42	75 00	18 00	5 00
Kinlough	Bruce, S.R. O	110 50	52 00	5 00	5 00
Kinosota	Dauphin M	66 27	30 00	3 00	
Kinross	Queen's P.E.I	56 00	25 00	3 00	
Kinsale	Ontario, S.R. O	148 72	70 00		5 00
Kinsman's Corners	King's N.S	234 73	128 00		10 00
Kinsmore	Brandon M	5 00	25 00		
Kintail	Huron, W.R. O	192 53	95 00		10 00
Kintore	Victoria N.B	68 43	25 00	5 00	
Kintyre	Elgin, W.R. O	51 30	25 00		
Kipling	Nipissing O	44 00	25 00		
Kipiegun	Selkirk M	18 36	25 00		
Kirby	Durham O	39 25	26 50		
Kirkdale	Drum'd & Arthabaska Q	112 78	36 00		

b Opened 1-3-06. *d* Opened 15-6-06. *e* Summer office. ‡ For Revenue, etc., *see* Appendix C under Kingston sub-offices, etc.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kirkella	Brandon....Man	169 91	*104 50	*c* 795 27	5 00
Kirkhill	Glengarry....O	121 96	56 00		5 00
Kirkhill	Cumberland....N.S	14 00	25 00		
Kirkland	Carleton....N.B	92 70	42 00		
Kirkmount	Pictou....N.S	7 25	25 00		
Kirk's Ferry	Wright....Q	54 80	25 00		
Kirkpatrick	Sask....Sask	17 00	25 00		
Kirkwall	Wentworth....O	75 18	40 00		
Kirkwood	Northumberland....N.B	24 10	25 00		
Kisbey	Assa. East....Sask	382 25	25 00	1 50	
Kiskisink	Portneuf....Q	89 15	48 00		
Kissina	Assa. East....Sask	47 38	25 00		
Kitamaat	Comox-Atlin....B.C	66 02	50 00	18 00	2 50
Kitchener	Kootenay....B.C	138 48	80 00		5 00
Kleefeld	Provencher....M	52 15	25 00		
Klock	Nipissing....O	15 00	50 00		
Kluane	Yukon	10 00	§		
Knapdale	Middlesex, W.R....O	12 60	25 00		
Knatchbull	Halton....O	20 69	25 00		
Knee Hill Valley	Strathcona....Alta	102 11	65 00	†5 11	5 00
b Knightington	Renfrew, N.R....O	23 00	14 58		
Knightville	King's & Albert....N.B	18 45	25 00		
a Knollton	Strathcona....Alta	110 75	25 00		
Knowlesville	Carleton....N.B	34 20	25 00		
Knowlton Landing	Brome....Q	100 91	42 00		
Knoxford	Carleton....N.B	55 96	25 00	6 00	
Knoydart	Antigonishe....N.S	22 00	25 00		
‡Koch Siding	Kootenay....B.C	87 16	10 41		
Kohler	Haldimand....O	179 32	48 00		
Kokanee	Kootenay....B.C	59 21	25 00		
Koksilah	Nanaimo....B.C	34 72	25 00		
Kola	Brandon....M	39 20	25 00		
Kolapore	Grey, E.R....O	60 82	32 50		
Kolbeck	Cumberland....N.S	17 00	25 00		
Kolomea	Edmonton....Alta	11 93	25 00		
Korah	Algoma, W.R....O	25 00	25 00		
Kossuth	Waterloo, S.R....O	70 97	44 00		
Kouchibouguac Beach	Kent....N.B	15 30	25 00		
Kolin	Assa. East....Sask	11 18	25 00		
Krakow	Edmonton....Alta	44 50	25 00		
Kristnes	Mackenzie....Sask	71 25	25 00	4 00	
Kronau	Assa. West....Sask	158 65	38 00	3 00	
Kualt	Yale & Cariboo....B.C	316 55	168 00		15 00
Kuhryville	Perth, N.R....O	50 00	25 00		
Kuper Island	Nanaimo....B.C	103 76	50 00		5 00
‖Kuroki	Mackenzie....Sask	129 80	*d*29 70		
Kurtzville	Perth, N.R....O	94 40	42 00		
Kuskonook	Kootenay....B.C	44 69	25 00		
Kutawa	Humboldt....Sask	217 89	74 00	**4 08	5 00
Kyle	Humboldt....Sask	22 80	25 00		
LA BALEINE	Charlevoix....Q	22 00	25 00		
La Barre	Chicoutimi & Saguenay.Q	46 45	25 00		

a Opened 1-7-05. *b* Opened 1-12-05. *c* Including $95.27 arrears forward allowance. § Salary, etc., entered in Auditor General's Report. * Including $20.50 night allowance. † Including 11c. arrears forward allowance. ‖Opened 1-10-05. ‡Opened 1-2-06. **Including 25c. arrears forward allowance. *d*Including $10.95 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
La Barrière	Berthier, Q	106 25	28 00		
La Butte	Bonaventure, Q	6 08	25 00		
Laberge	Châteauguay, Q	18 00	25 00		
La Broquerie	Provencher, M	197 34	84 00	34 00	5 00
L'Acadie	St. Johns & Iberville, Q	165 10	60 00		5 00
L'Acadie Station	St. Johns & Iberville, Q	34 00	25 00		
Lac à la Croix	Chicoutimi & Saguenay, Q	14 45	25 00		
Lac à Laurent	Chicoutimi & Saguenay, Q	5 00	25 00		
La Carrière	Bagot, Q	32 90	25 00		
Lac aux Sables	Portneuf, Q	144 81	70 00		5 00
Lac Bellemare	ThreeR. & St. Maurice, Q	118 25	48 00		5 00
Lac des Commissaires	Chicoutimi & Saguenay, Q	16 32	25 00		
Lac des Ecorces	Labelle, Q	68 86	42 00		
Lac Clair	Chicoutimi & Saguenay, Q	17 95	25 00		
‡Lac Charlebois	Terrebonne, Q	64 00	28 00		
Lac du Bonnet	Selkirk, M	667 71	268 00		30 00
La Chapelle	Two Mountains, Q	28 25	25 00		
Lachenaie	L'Assomption, Q	53 50	25 00		
La Chevrotière	Portneuf, Q	213 00	*c*136 00	114 00	10 00
Lachine Rapids	Jacques Cartier, Q	21 50	25 00		
Lac la Biche	Edmonton, Alta	24 45	25 00		
‡Lac la Pêche	Champlain, Q	40 00	25 00		
Lac Manitou	Terrebonne, Q	25 00	25 00		
†Lac Manitou, South	Terrebonne, Q	5 00			
Lac Mercier	Terrebonne, Q	200 50	60 00		5 00
Lac Nantel	Terrebonne, Q	94 75	44 00		5 00
Lacolle Station	St. Johns & Iberville, Q	121 00	42 00		
La Conception Station	Labelle, Q	31 25	30 00		
Laconia	Lunenburg, N.S	6 00	25 00		
Lac Rond	Labelle, Q	24 18	25 00		
Lac Sainte Anne	Edmonton, Alta	58 41	30 00	3 00	
Lac Saint Joseph	Portneuf, Q	112 57	44 00		5 00
Lac Sec	Chicoutimi & Saguenay, Q	31 48	25 00		
Lac Windigo	Labelle, Q	26 25	25 00		
La Décharge	Chicoutimi & Saguenay, Q	48 55	28 00		
La Descente des Femmes	Chicoutimi & Saguenay, Q	12 44	25 00		
Ladd's Mills	Stanstead, Q	35 15	28 00		
*a*Ladstock	Humboldt, Sask	32 39	16 67		
Lady Bank	Grey, E.R., O	23 62	25 00		
Ladysmith	Lambton, W.R., O	33 55	25 00		
Ladywood	Selkirk, M	35 50	25 00		
Lafontaine	Simcoe, E.R., O	179 88	90 00		10 00
Lagacé	Bonaventure, Q	106 14	48 00	7 00	5 00
Laganière	Portneuf, Q	17 60	25 00		
Laggan	Glengarry, O	108 82	63 00		5 00
Laggan	Pictou, N.S	19 23	25 00		
Laggan	Calgary, Alta	695 24	180 00		20 00
La Guerre	Huntingdon, Q	55 20	30 00		
La Have Island	Lunenburg, N.S	100 22	48 00		5 00
Laird	Algoma, W.R., O	24 09	25 00		
Lajord	Qu'Appelle, Sask	116 00	25 00		
Lake	Hastings, W.R., O	12 48	25 00		
Lake Ainslie Chapel	Inverness, N.S	9 00	25 00		
Lake Ainslie (W. Side)	Inverness, N.S	20 00	25 00		
Lake Ainslie (E. Side)	Inverness, N.S	26 20	25 00		
Lake Ainslie (S. Side)	Inverness, N.S	11 00	25 00		
Lake Annis	Yarmouth, N.S	49 00	25 00		

a Opened 1-11-05. *c*Including $36 night duty. †Summer office opened 1-6 06. ‡Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lake Aylmer	Richmond & Wolfe....Q	66 70	35 00		
Lake Baker	Victoria.....N.B	40 01	25 00		
Lake Beauport	Québec .....Q	135 69	66 00		5 00
Lakeburn	Westmoreland.....N.B	17 25	25 00		
Lake Cayamont	Pontiac .....Q	13 55	25 00		
Lake Centre	Humboldt.....Sask	35 87	25 00		
Lake Charles	Grey, N.R..... .....O	18 73	25 00		
Lake Clear	Renfrew, S.R.....O	33 50	25 00		
Lakedale	Guysborough .....N.S	15 75	25 00		
Lake de May	Strathcona.....Alta	46 81	25 00	1 25	
Lake Doré	Renfrew, N.R.....O	12 50	25 00		
Lake Edward	Victoria..... N.B	26 30	25 00		
Lake Egmont	Halifax .....N.S	12 00	25 00		
Lakefield	Argenteuil.....Q	85 60	36 00		
Lake Frances	Macdonald .....M	56 12	28 00		
Lake George	York .....N.B	38 00	25 00		
Lake George	King's.....N.S	27 29	25 00		
Lake George	Yarmouth.....N.S	15 10	25 00		
Lakehurst	Peterborough, W.R. .O	118 45	48 00		5 00
Lake Killarney	Cumberland.....N.S	11 25	25 00		
Lakeland	Portage la Prairie.....M	30 28	25 00		
Lakelands	Cumberland.....N.S	14 00	25 00		
Lake La Rose	Annapolis.....N.S	4 00	25 00		
Lakelet	Huron, E.R..... .....O	88 24	60 00		5 00
Lake Munro	Annapolis.....N.S	18 50	25 00		
Lake Opinicon	Frontenac..... O	27 45	25 00		
Lake Park	Sask ..... Sask	20 81	25 00		
Lake Paul	King's.....N.S	12 75	25 00		
Lake Pleasant	Annapolis..... .....N.S	46 00	25 00		
Lake Ramsay	Lunenburg.....N.S	19 00	25 00		
Lake Road	King's & Albert.....N.B	9 00	25 00		
Lake Road	Colchester.....N.S	18 75	25 00		
Lake St. Charles	Quebec.....Q		25 00		
Lake St. Mary	Wright .....Q	121 70	52 00	*7 75	5 00
†Lakeside	Jacques Cartier ..... Q	199 00	82 00		5 00
Lakeside	Oxford, N.R..... O	192 21	90 00		7 50
Lakeside	Yarmouth.....N.S	15 00	25 00		
Lake Stream	Kent.....N.B	6 25	25 00		
Laketon	Kent.....N.B	12 50	25 00		
Lake Uist	Richmond.....N.S	19 00	25 00		
Lakevale	Antigonishe.....N.S	40 40	25 00		
Lake Valley	Assa. West .....Sask	20 25	25 00		
Lake Verd	Queen's.....P.E.I	10 48	25 00		
Lakeview	King's.....N.S	44 00	25 00		
Lakeview	Argenteuil .....Q	22 16	25 00		
Lakeview	Sunbury & Queen's..N.B	23 75	25 00		
Lakeview	Elgin, E.R.....O	110 00	47 00		2 50
†Lake View House	Portneuf .....Q	40 00	25 00		
Lakeville	Carleton .....N.B	121 48	50 00		5 00
Lakeville	King's..... N.S	287 18	110 00	3 00	10 00
Lakeville	King's..... P.E.I	40 92	25 00		
Lakeville Corner	Sunbury & Queen's..N.B	35 00	25 00		
Lake Weedon	Richmond & Wolfe....Q	215 28	110 00		10 00
Lake William	Mégantic.....Q	9 95	25 00		
Lakewood	St. John.....N.B	23 75	25 00		
Lalonde	Prescott.....O	11 70	25 00		
La Macaza	Labelle .....Q	100 62	46 00		5 00

* Including 42c. arrears forward. † Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
La Mare	Charlevoix ..... Q	25 00	25 00		
L'Amaroux	York, S.R ..... O	56 43	25 00		
a La Miche	Montmorency ..... Q	25 45	23 98		
Lamlash	Grey, S.R ..... O	37 95	25 00		
Lammermoor	Lanark, N.R ..... O	29 45	25 00		
Lamon	Middlesex, N.R ..... O	15 00	25 00		
c Lamont	Sask ..... Sask	42 08	8 33		
L'Amoureux	Edmonton ..... Alta	41 00	25 00	3 00	
Lancelot	Muskoka ..... O	37 17	25 00		
Landerkin	Grey, S.R ..... O	12 00	25 00		
Landestrew	Assa. East ..... Sask	4 00	25 00		
Landor	Colchester ..... N.S	20 97	25 00		
Landreville	Beauharnois ..... Q	22 25	25 00		
Landry	Gloucester ..... N.B	13 00	25 00		
Lands End	King's & Albert ..... N.B	12 00	25 00		
Lanes	Huron, W.R ..... O	58 03	30 00		
Lanesville	Colchester ..... N.S	10 00	25 00		
Lang	Peterborough, E.R ..... O	193 95	68 00	5 00	5 00
Langbank	Lambton, W.R ..... O	43 46	36 00		
Langdon	Calgary ..... Alta	496 30	120 00		5 00
Langevin	Dorchester ..... Q	167 40	78 00		5 00
Langevin	Assa. West ..... Alta	16 20	25 00		
Langford	Brant ..... O	18 69	25 00		
b Langham	Sask ..... Sask	445 14	20 83		
Langley Prairie	New Westminster ..... B.C	154 20	72 00	5 00	5 00
Langman	Simcoe, N.R ..... O	26 25	25 00		
Langside	Bruce, S.R ..... O	67 46	36 00		
Langstaff	York, C.R ..... O	56 22	25 00		
Langvale	Souris ..... M	32 00	25 00		
Lanoieville	Richelieu ..... Q	94 25	50 00		5 00
Lanoraie Station	Joliette ..... Q	2 25	25 00		
Lansdowne	Carleton ..... N.B	41 23	25 00		
Lansdowne	Digby ..... N.S	26 00	25 00		
Lansdowne Station	Pictou ..... N.S	171 03	80 00	9 00	5 00
L'Anse à Brillant	Gaspé ..... Q	49 83	25 00		
L'Anse à Giles	L'Islet ..... Q	109 40	40 00		
L'Anse à la Barbe	Bonaventure ..... Q	64 46	†46 00		
L'Anse à la Cabane	Gaspé ..... Q	32 00	25 00		
L'Anse à la Louise	Gaspé ..... Q	122 31	68 00		5 00
L'Anse à Beaufils	Gaspé ..... Q	129 00	54 00		5 00
L'Anse au Foin	Chicoutimi & Saguenay. Q	109 95	51 00	3 00	2 50
L'Anse à Valleau	Gaspé ..... Q	30 05	25 00		
L'Anse St. Jean	Chicoutimi & Saguenay. Q	126 44	46 00	4 00	5 00
Lansing	York, S.R ..... O	109 01	48 00		5 00
Lantz	Lunenburg ..... N.S	48 19	25 00		
d La Passe	Renfrew, N.R ..... O	71 00	32 00		
La Petite Rivière Saint François	Charlevoix ..... Q	83 70	44 00		5 00
La Plaine	Terrebonne ..... Q	123 62	25 00		
La Plante	Gloucester ..... N.B	26 00	25 00		
La Présentation	St. Hyacinthe ..... Q	104 00	68 00		5 00
Lapland	Lunenburg ..... N.S	13 00	25 00		
L'Archevêque	Richmond ..... N.S	18 25	25 00		
Lardo	Kootenay ..... B.C	94 85	80 00	8 00	5 00
L'Ardoise	Richmond ..... N.S	176 80	77 00		5 00
L'Ardoise Highlands	Richmond ..... N.S	11 50	25 00		
c La Renaudière	Montmagny ..... Q	15 00	8 33		
Larkin	Hastings, E.R ..... O	13 25	25 00		

a Opened 15-7-05. *b* Opened 1-9-05. *c* Opened 1-3-06. *d* Late Gower Point. † Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Laroche	Brome ..... Q	16 25	25 00		
Larochelle	Mégantic ..... Q	15 25	25 00		
LaRochelle	Provencher ..... M	12 50	25 00		
Larose Station	Argenteuil ..... Q	96 14	††79 00	14 00	5 00
Larry's River	Guysborough ..... N.S	118 90	60 00		5 00
L'Artifice	Châteauguay ..... Q	34 00	25 00		
La Salette	Norfolk ..... O	117 01	60 00		5 00
La Salle	Macdonald ..... M	201 27	92 00	*d*6 70	10 00
Lascelles	Wright ..... Q	112 98	46 00		5 00
L'Ascension	Montcalm ..... Q	118 52	50 00		5 00
* Lashburn	Sask ..... Sask	264 04	37 50		2 50
Laskay	York, N.R. ..... O	150 00	110 00		10 00
Lasswade	Peterborough, E.R. .... O	42 50	25 00		
Last Chance	..... Yukon	82 75	§		
‡ Last Mountain	Humboldt ..... Sask	10 50	2 08		
Latchford Bridge	Renfrew, S.R. ..... O	13 00	25 00		
Laterrière	Chicoutimi & Saguenay. Q	63 92	38 00		
Latimer	Frontenac ..... O	38 69	25 00		
Lattie's Brook	Hants ..... N.S	48 75	25 00		
La Tuque	Champlain ..... Q	97 41	28 00	3 00	
Launching Place	King's ..... P.E.I	23 00	25 00		
Lauraville	Kootenay ..... B.C	13 27	22 59		
Lauretta	Prince ..... P.E.I	26 33	25 00		
Laurel	Argenteuil ..... Q	18 48	25 00		
Laurence	Montcalm ..... Q	29 25	25 00		
Laurier	Huron, W.R. ..... O	42 98	30 00		
Laurier	Lotbinière ..... Q	82 75	47 00		5 00
Lauvina	Sunbury & Queen's. N.B	12 48	25 00		
Laval	Montmorency ..... Q	29 00	25 00		
La Vallée	Thunder Bay and Rainy River ..... O	233 48	**118 67		10 00
Lavaltrie Station	Joliette ..... Q	66 52	25 00		
Lavant	Lanark, N.R. ..... O	25 00	25 00		
Lavant Station	Lanark, N.R. ..... O	133 03	78 00	10 00	5 00
Lavender	Dufferin ..... O	74 51	32 00		
a Lavenham	Macdonald ..... M	181 83	22 91		
Lavinia	Marquette ..... M	13 45	25 00		
La Vernière	Gaspé ..... Q	5 00	25 00		
La Visitation	Yamaska ..... Q	70 60	25 00		
Lawfield	Sunbury & Queen's. N.B	15 00	25 00		
Lawrence Station	Charlotte ..... N.B	113 00	42 00	3 00	
Lawrence Station	Elgin, W.R. ..... O	181 40	82 00		5 00
Lawrencetown	Halifax ..... N.S	32 82	25 00		
Lawson	Sunbury & Queen's. N.B	26 00	25 00		
Lawson	Simcoe, E.R. ..... O	27 86	25 00		
Layton	Ontario, N.R. ..... O	82 99	30 00		
Leadbury	Huron, S.R. ..... O	101 35	50 00		5 00
Leadville	Brome ..... Q	20 00	25 00		
Leamington	Cumberland ..... N.S	46 01	25 00		
Learned Plain	Compton ..... Q	47 52	25 00		
Leaside Junction	York, S.R. ..... O	63 40	30 00		
Leaskdale	Ontario, N.R. ..... O	65 25	32 00		
Leavitt	Alta. ..... Alta	33 75	25 00		
Lebanon	Wellington, N.R. ..... O	8 00	25 00		
Leblanc	Westmoreland ..... N.B	30 00	25 00		
Le Blancville	Westmoreland ..... N.B	3 00	25 00		

§ Salary, &c., entered in Auditor General's Report. *a* Late Rosehill Station, opened 1-8-05.
d Including 70c. arrears forward. ‡ Opened 1-6-06. * Late Wirral. ** Including $20.67 night allowance of which $2.67 is arrears. †† Including $20 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Le Bouthillier	Gloucester. N.B	48 09	30 50		
Le Bras	Beauce. Q	45 20	36 00		
Leclair	Pontiac. Q	29 98	25 00		
Leclercville	Lotbinière Q	129 09	64 00		5 00
Ledge	Charlotte N.B	40 00	25 00		
Lee Avenue	York, S.R. O	*	*		
Leeburn	Algoma, W.R. O	29 88	25 00		
Leeds	Leeds O	28 30	25 00		
Leesboro'	Middlesex, E.R. O	42 25	28 00		
Lee Valley	Algoma, E.R. O	46 00	25 00		
Lefaive's Corners	Simcoe, E.R. O	18 25	25 00		
Legal	Edmonton. Alta	65 00	25 00		
Leger Brook	Westmoreland N.B	38 25	25 00		
Légère	Northumberland N.B	5 21	25 00		
Legere Corner	Westmoreland N.B	60 00	25 00		
Légerville	Kent N.B	29 75	25 00		
Leggatt	Dufferin O	37 88	25 00		
Leinster	Lennox & Addington O	23 73	25 00		
Leitche's Creek	North Cape Breton and Victoria N.S	19 00	25 00	3 00	
Leith	Grey, N.R. O	112 48	62 00		5 00
Leitrim	Russell O	61 94	25 00		
Leland	Frontenac O	8 50	25 00		
Lemay	Wright Q	13 57	25 00		
Lemesurier	Mégantic Q	65 13	32 50		
Lemieux	Prescott O	159 07	68 00	1 63	5 00
c Lemieux	Nicolet Q	21 26	25 00		
Lemonville	York, N.R. O	91 34	46 00		5 00
Lena	Souris. M	46 25	25 00		
a Lenora Lake	Humboldt. Sask	21 00	10 41		
Lennox	Souris. M	6 19	25 00		
Lennox Ferry	Richmond N.S	40 00	25 00	*b*20 00	
Leofeld	Humboldt Sask	223 29	76 00	3 00	5 00
Leonard	Russell O	114 72	52 00		5 00
Leonardville	Charlotte N.B	79 96	40 00		
Leopold	Argenteuil Q	28 98	25 00		
Leoville	Prince P.E.I	23 00	25 00		
Le Petit Bois Franc	Témiscouata Q	20 00	25 00		
Lequille	Annapolis N.S	151 50	70 00		5 00
Leroy	Cumberland. N.S	11 50	25 00		
Lerwick	Victoria. N.B	17 46	25 00		
Les Chenaux	Montmorency, Q	24 90	**41 00		
Les Dalles	Montcalm Q	15 00	25 00		
Les Fonds	Lotbinière Q	74 30	42 00		
Les Grandes Bergeronnes	Chicoutimi & Saguenay Q	77 22	42 00		
Les Grands Déserts	Quebec Q	19 75	25 00		
Leskard	Durham O	125 15	50 00	4 00	5 00
†Leslie	Gaspé Q	46 07	28 00	3 00	
Les Petites Bergeronnes	Chicoutimi & Saguenay Q	24 20	25 00		
Les Petites Bergeronnes West	Chicoutimi & Saguenay Q	16 92	25 00		
Lessard	Beauce Q	18 95	25 00		
Les Saules	Quebec Q	49 69	25 00		
Lesser Slave Lake	Athabasca	52 12	38 00		
L'Etang	Charlotte N.B	46 25	41 00		
L'Etete	Charlotte. N.B	128 00	44 00		
Lett	Renfrew, S.R. O	25 86	25 00		
Letterkenny	Renfrew, S.R. O	3 00	25 00		

a Opened 1-2-06. *b* Including $8 special forward allowance. *c* Late Forestdale. * For Revenue, &c., see Appendix C under Toronto sub-offices. †Late Lemieux. **Including $16 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lever	Charlotte N.B	24 50	25 00		
Lewis Bay West	South Cape Breton N.S	11 00	25 00		
Lewis Cove Road	Richmond N.S	11 76	25 00		
Lewisham	Muskoka O	92 75	48 00		5 00
Lewis Head	Shelburne & Queen's N.S	48 47	25 00		
Lewis Mills	Hants N.S	7 35	25 00		
Lewis Mountain	Westmoreland N.B	10 25	25 00		
Lewis Mountain	Inverness N.S	12 48	25 00		
Lewiston	Halifax N.S	186 87	77 00		7 50
Lewisville	Strathcona Alta	102 51	40 00	20 00	
Lewisville	Westmoreland N.B	386 50	55 00	3 00	5 00
Lexington	Inverness N.S	12 50	25 00		
Libbytown	Stanstead Q	25 00	25 00		
Liberal	Strathcona Alta	91 75	42 00		
b Libau	Selkirk M	22 62	25 00		
Lidford	Marquette M	11 00	25 00		
Lidstone	Dauphin M	34 87	25 00		
Lifford	Durham O	88 60	35 00		
a Lille	Alberta Alta	208 16	10 41		
Lillyfield	Selkirk M	31 98	25 00		
Lily	Cumberland N.S	36 96	25 00		
Lily Bay	Dauphin M	51 94	25 00		
c Lily Lake	King's N.B	9 00	10 41		
Lily Lake	Algoma, E.R O	7 45	25 00		
Lily Oak	Grey, E.R O	12 00	25 00		
Lily Plain	Sask Sask	22 75	25 00		
Lily Vale	Colchester N.S	18 25	25 00		
Lime Bank	Russell O	31 25	25 00		
Lime Hill	King's & Albert N.B	10 00	25 00		
Lime Hill	Inverness N.S	17 45	**37 00		
Limehouse	Halton O	145 97	65 00		5 00
Limekiln	York N.B	12 00	25 00		
Lime Lake	Hastings, E.R O	25 34	25 00		
Lime Rock	Pictou N.S	11 00	25 00		
Limestone	Carleton O	16 00	25 00		
L'Immaculée Conception	Bonaventure Q	8 10	25 00		
Lincoln	Sunbury & Queen's N.B	25 91	25 00		
Lincoln	Queen's P.E.I	14 25	25 00		
Linda	Compton Q	35 50	25 00		
c Lindell	New Westminister B.C	18 50	8 33		
Linden	Cumberland N.S	104 88	44 00		
Linden Valley	Victoria & Haliburton O	84 13	44 00		
Lindenwood	Grey, N.R O	18 71	25 00		
Lindsay	Carleton N.B	26 00	25 00		
Lineboro'	Stanstead Q	24 98	25 00		
Lineham	Calgary Alta	37 90	25 00		
Lingan	South Cape Breton N.S	122 00	42 00		
Lingan Road	South Cape Breton N.S	18 73	25 00		
b Link	Nipissing O	128 10	14 58		
Linkletter	Prince P.E.I	27 50	25 00		
Linton	York, N.R O	43 15	25 00		
Linton's	Sunbury & Queen's N.B	33 11	25 00		
Lintrathen	Macdonald M	25 18	25 00		
Linwood	Antigonishe N.S	71 88	32 00		
Lippentott	Assa. East Sask	2 00	25 00		
Lisbon	Perth, N.R O	25 65	25 00		
Lisburn	Bruce, S.R O	16 00	25 00	5 00	

a Opened 1-2-06. *b* Late Kreiger. *c* Closed 1-12-05. **Including $12 night allowance. *b* Opened 1-12-05. *c* Opened 1-3-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Liscombe Mills	Guysborough.....N.S	168 97	60 00	3 00	5 00
Lisgar	Peel.....O	58 25	28 00		
Lisgar Station	Drum'nd & Arthabaska Q	202 60	100 00		10 00
Lisle	Simcoe, S.R.....O	212 67	145 00		12 50
L'Islet Station	L'Islet.....Q	117 25	56 00		5 00
Lismore	Pictou .....N.S	47 71	25 00		
Lisson	King's & Albert.....N.B	18 00	25 00		
Litchfield	Annapolis .....N.S	18 50	25 00		
Little Aldouane	Kent .....N.B	36 94	25 00		
Little Bartibog	Northumberland ....N.B	11 00	25 00		
Little Bass River	Colchester .....N.S	99 96	50 00	3 00	5 00
Little Beach	St. John.....N.B	15 00	25 00		
Little Branch	Northumberland ....N.B	36 50	25 00		
Little Bras d'Or (S. side)	N. Cape Bret. & Vic.N.S	18 25	25 00		
Little Bras d'Or Bridge	N. Cape Bret. & Vic.N.S	31 49	25 00		
Little Brook	Digby.....N.S	91 36	50 00		
Little Brook Station	Digby.....N.S	45 92	27 50	20 00	
Little Cape	Westmoreland .....N.B	40 26	25 00		
Little Dover	Guysborough. .....N.S	20 00	25 00		
Little Forks	Cumberland.....N.S	69 62	42 00		
Little Forks	Kent.....N.B	7 00	25 00		
Little Harbour	King's.....P.E.I	10 00	25 00		
Little Harbour	Pictou.....N.S	34 82	25 00	3 00	
Little Judique	Inverness.....N.S	24 96	25 00		
Little Judique Ponds	Inverness .....N S	10 00	25 00		
Little Lake	Sunbury & Queen's..N.B	18 73	25 00		
Little Lepreaux	Charlotte.....N.B	53 00	25 00		
a Little Liscombe	Guysborough.....N.S	15 00	16 67		
Little Lorraine	South Cape Breton..N.S	19 25	25 00		
Little Mabou	Inverness .....N.S	14 25	25 00		
Little Métis Station	Rimouski.....Q	97 12	*77 00		5 00
Little Narrows	N. Cape Bret. & Vic.N.S	7 00	25 00		
Little Pabos	Gaspé.....Q	110 50	*56 00		
Little Pierre Jacques	Prince.....P.E.I	39 98	25 00		
Little Plume	Assa. West .....Alta	40 57	25 00		
Little Pond	N. Cape Bret. & Vic.N.S	4 00	25 00		
Little Pond	King's.....P.E.I	17 75	25 00		
Little Port L'Hébert	Shelburne & Queen's.N.S	9 50	25 00	3 00	
Little Rapids	Algoma, E.R.....O	90 25	55 00		2 50
Little Rideau	Prescott .....O	34 00	30 00		
Little Ridge	King's & Albert.....N.B	12 25	25 00		
Little Ridgeton	Charlotte.....N.B	21 00	25 00		
b Little River Chaloupe	Chicoutimi & Saguen'y.Q	12 25	25 00		
Little River, Cheticamp	Inverness.....N.S	18 53	25 00		
Little River, East	Gaspé.....Q	141 50	60 00	3 00	5 00
Little River, West	Gaspé.....Q	73 96	*50 00		
Little River	Cumberland .....N.S	56 87	25 00		
Little River	Digby.....N.S	133 77	54 00		5 00
Little River-Harbour	Yarmouth .....N.S	12 25	25 00		
Little Rocher	King's & Albert...N.B	50 00	25 00		
Little Sands	King's.....P.E.I	50 95	25 00		
Little Shemogue	Westmoreland.....N.B	57 00	25 00		
Little Shippigan	Gloucester .....N.B	24 20	25 00		
Little Tancook	Lunenburg. .....N.S	12 16	25 00		
Little Tignish	Prince .....P.E.I	9 00	25 00		
Littlewood	Middlesex, W.R.....O	40 30	25 00		
Little York	Queen's.....P.E.I	77 45	32 00	12 00	

a Opened 1-11-05. *Including $12 night allowance. *b* Winter office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Living Spring	Wellington, N.R.	O	35 00	25 00		
Livingstone	Alta.	Alta	152 11	60 00		5 00
Livingstone Cove	Antigonishe	N.S	11 00	25 00	3 00	
Livingstone Creek	Algoma, E.R.	O	108 70	60 06		5 00
Llewelyn	Assa. East.	Sask	75 15	28 00		
Lloyd	Lanark, N.R.	O	22 00	25 00		
† Lobethal	Assa. West.	Sask	12 00			
Lobo	Middlesex, N.R.	O	158 10	70 00		5 00
Lochaber Bay	Labelle	Q	96 46	32 00		
Lochaber Mines	Halifax	N.S	30 90	25 00		
Lochalsh	Huron, W.R.	O	174 14	76 00		5 00
Loch Ban	Inverness	N.S	18 00	25 00		
Loch Broom	Pictou	N.S	24 84	25 00		
Lochend	Calgary	Alta	30 50	25 00		
Lochiel	Glengarry	O	190 00	78 50		5 00
Loch Katrine	Antigonishe	N.S	47 90	25 00		
Loch Lomond	Richmond	N.S	50 60	27 50	3 00	
Loch Lomond, West	Richmond	N.S	22 75	25 00		
Loch Monar	Macdonald	M	55 78	30 00	1 25	
Lochside	Richmond	N.S	29 25	25 00		
Loch Winnoch	Renfrew, S.R.	O	26 00	25 00		
Locke Road	Prince	P.E.I	14 69	25 00		
Lockhartville	King's	N.S	91 30	50 00		5 00
Lockport	Selkirk	M	114 35	60 00	6 00	5 00
Locksley	Renfrew, N.R.	O	25 49	25 00		
Locksley Station	Renfrew, N.R.	O	17 93	25 00		
Lockton	Peel	O	38 60	48 00		5 00
Locust Hill	York, C.R.	O	109 36	70 00		5 00
Lodi	Stormont	O	36 75	25 00		
Lodore	Lanark, N.R.	O	10 45	25 00		
Logan	Strathcona	Alta	47 00	25 00	30 00	
Loganton	Assa. West	Sask	167 87	25 00		
Loganville	Pictou	N.S	59 79	b31 00		
Logberg	Assa. East	Sask	58 55	25 00		
Log Cabin	Comox-Atlin	B.C	101 25	**		
Logierait	Lambton, W.R.	O	32 00	25 00		
Logoch	Marquette	M	17 55	25 00		
Log Valley	Assa. West	Sask	54 21	25 00		
Lombardy	Leeds	O	221 58	100 00		10 00
Londonderry	King's & Albert	N.B	5 00	25 00		
Londonderry Station	Colchester	N.S	139 00	64 00		5 00
Lone Tree	Marquette	M	43 76	25 00		
Long Bay	Algoma, E.R.	O	29 98	25 00	3 00	
Long Branch	York, C.R.	O	89 00	34 00		
Longburn	Portage la Prairie	M	27 76	25 00		
Long Creek	Queen's	P.E.I	41 71	25 00		
Long Creek	Sunbury & Queen's.	N.B	23 00	25 00		
a Long Creek	Qu'Appelle	Sask	53 99	15 96		
Long Island	King's	N.S	36 00	25 00		
Long Island Main	North Cape Breton and Victoria	N.S	18 69	25 00		
Long Lake	Frontenac	O	102 55	34 00		
Longlaketon	Assa. West	Sask	18 11	25 00		
Long Point	Inverness	N.S	66 93	27 50	4 00	
Long Point	King's & Albert	N.B	22 75	25 00		
Long Point	Leeds	O	32 90	25 00		
Long Point of Mingan	Chicoutimi & Saguenay	Q	40 88	26 00		
Long Reach	King's & Albert	N.B	62 29	25 00		

a Opened 10-11-05. ** Salary, &c., entered in Auditor General's Report. † Opened 15-6-05.
b Including $6 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*a*Long Ridge	Strathcona.....Alta	17 05	8 33		
Long River	Queen's.....P.E.I	73 05	36 00		
Long's Cove	King's & Albert.....N.B	24 45	25 00		
Long Settlement	Carleton.....N.B	17 00	25 00		
Longwood	Middlesex, W.R.....O	67 86	38 00		
Lonsdale	Hastings, E.R.....O	184 25	76 00		5 00
Lonsdale	King's & Albert....N.B	10 35	25 00		
Loon Creek	Assa. West.....Sask	65 60	32 00	3 00	
Loon Lake	Peterborough, E.R..O	10 00	25 00		
*d*Lord Mills	Grenville.....O	6 00	1 04		
Loree	Grey, E.R.....O	28 00	25 00		
Lorenz	Peterborough, W.R....O	24 98	25 00		
Loretto	Simcoe, S.R.....O	105 15	50 00	5 00	2 50
Loretto	Provencher.....M	129 55	50 00		5 00
Lorimer Lake	Parry Sound.....O	17 00	25 00		
Lorlie	Qu'Appelle.....Sask	34 15	53 00		2 50
Lorne	Restigouche.....N.B	7 00	25 00		
Lorne	Bruce, N.R.....O	25 00	25 00		
Lorne	Pictou.....N.S	36 60	25 00		
*Lorne House	Charlevoix.....Q	168 00	70 00		5 00
Lorne Park	Peel.....O	146 63	64 00		5 00
Lornevale	Colchester.....N.S	24 19	25 00		
Lorne Valley	King's.....P.E.I	10 25	25 00		
Lorneville	Cumberland.....N.S	69 19	25 00		
Lorneville	St. John.....N.B	73 66	38 00		
*c*Lornhill	Humboldt.....Sask	10 00	4 16		
Lorrainville	Pontiac.....Q	100 22	44 00	3 00	5 00
Lost River	Argenteuil.....Q	102 41	47 00	4 00	2 50
Lot 1	Prince.....P.E.I	12 50	25 00		
" 4	Prince.....P.E.I	114 97	64 00	12 00	5 00
" 6	Prince.....P.E.I	40 00	25 00		
" 10	Prince.....P.E.I	10 28	25 00		
" 11	Prince.....P.E.I	18 75	25 00		
" 12	Prince.....P.E.I	239 35	110 00		10 00
" 14	Prince.....P.E.I	29 00	25 00		
" 16	Prince.....P.E.I	34 30	25 00		
" 30	Queen's.....P.E.I	19 00	25 00		
" 67	Queen's.....P.E.I	21 76	25 00		
Lothair	Brandon.....M	35 45	25 00		
Lothian	Huron, W.R.....O	15 17	25 00		
Lotus	Durham.....O	97 00	52 00		5 00
Louisa	Argenteuil.....Q	15 00	25 00		
Louis Creek	Yale & Cariboo.....B.C	11 25	25 00		
Louisdale	Richmond.....N.S	38 46	25 00		
Louise	Grey, S.R.....O	61 68	30 00		
Louisville	Kent, E.R.....O	95 40	36 00		
Louisville	Pictou.....N.S	51 12	25 00		
Loulay	Labelle.....Q	14 55	25 00	6 00	
Lourdes	Mégantic.....Q	134 42	58 00		5 00
Lourdes	Pictou.....N.S	101 03	40 00		
Lourdes du Blanc Sablon	Chicoutimi & SaguenayQ	31 24	25 00		
*b*Lovat	Bruce, S.R.....O	43 00	25 00		
Lovat	Pictou.....N.S	12 50	25 00		
Lovell	Sask.....Sask	103 64	36 66		
Lovering	Simcoe, E.R.....O	93 28	36 00		
Lovett	Northumberland, E.R..O	79 79	42 00		
Lowbanks	Haldimand.....O	165 62	86 00		5 00

a Opened 1-3-06. *c* Opened 1-5-06. *d* Opened 15-6-06. * Summer office. *b* Closed 31-5-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lowell	King's & Albert.....N.B	7 00	25 00	.....	.....
Lower Abougoggin	Westmoreland .....N.B	20 25	25 00	.....	.....
Lower Barney's River	Pictou .....N.S	48 73	30 00	.....	.....
Lower Bedeque	Prince.....P.E.I	19 00	25 00	.....	.....
Lower Blomidon	King's.....N.S	27 00	25 00	.....	.....
Lower Branch	Lunenburg.....N.S	20 00	25 00	.....	.....
Lower Brighton	Carleton .....N.B	37 73	25 00	.....	.....
Lower Burlington	Hants.....N.S	50 00	30 00	.....	.....
Lower Caledonia	Guysborough.....N.S	36 79	*37 00	.....	.....
Lower Cambridge	Sunbury & Queen's..N.B	22 00	25 00	.....	.....
Lower Canard	King's.....N.S	98 32	48 00	.....	5 00
Lower Cape	King's & Albert.....N.B	26 00	25 00	.....	.....
Lower Caverhill	York .....N.B	38 17	25 00	.....	.....
Lower Church Street	King's.....N.S	35 10	25 00	.....	.....
Lower Cove	Cumberland.....N.S	77 90	44 00	.....	2 50
Lower Coverdale	King's & Albert.....N.B	24 25	25 00	.....	.....
Lower Derby	Northumberland....N.B	38 00	25 00	.....	.....
Lower Dominion	.....Yukon	58 73	†	.....	.....
Lower Dumfries	York .....N.B	25 65	25 00	.....	.....
Lower East Chezzetcook	Halifax.....N.S	26 96	25 00	.....	.....
Lower Economy	Colchester.....N.S	95 85	**60 00	.....	5 00
Lower Eel Brook	Yarmouth.....N.S	22 00	25 00	.....	.....
Lower Five Islands	Colchester .....N.S	95 88	*52 00	4 00	.....
Lower Fort Garry	Selkirk.....M	128 55	62 00	5 00	5 00
Lower Foster Settlement	Lunenburg.....N.S	47 50	25 00	0 75	.....
Lower Freetown	Prince.....P.E.I	75 75	27 50	.....	.....
Lower French Village	York .....N.B	29 90	25 00	.....	.....
Lower Gagetown	Sunbury & Queen's..N.B	27 40	25 00	.....	.....
Lower Granville	Annapolis .....N.S	272 16	113 00	.....	12 50
Lower Greenfield	Carleton .....N.B	14 25	25 00	.....	.....
a Lower Hamilton	Prince.....P.E.I	12 10	4 16	.....	.....
Lower Hayneville	York .....N.B	26 98	25 00	.....	.....
Lower Hillsdale	Inverness.....N.S	10 00	25 00	.....	.....
Lower Ireland	Mégantic .....Q	60 59	32 00	.....	.....
Lower Jordan Bay	Shelburne & Queen's.N.S	49 11	25 00	.....	.....
Lower La Have	Lunenburg.....N.S	44 96	25 00	.....	.....
Lower Line, Queensbury	York .....N.B	20 00	25 00	.....	.....
Lower Maccan	Cumberland.....N.S	35 42	25 00	.....	.....
Lower Meagher's Grant	Halifax.....N.S	49 00	25 00	.....	.....
Lower Middle River	North Cape Breton and Victoria.....N.S	8 00	25 00	.....	.....
Lower Millstream	King's & Albert.....N.B	116 00	42 00	5 00	.....
Lower Montague	King's.....P.E.I	32 50	25 00	.....	.....
Lower Mount Thom	Pictou. .....N.S	20 91	25 00	.....	.....
Lower Nappan	Northumberland....N.B	37 44	*c*27 00	.....	.....
Lower Neguac	Northumberland .. N.B	133 24	54 00	.....	5 00
Lower Newcastle	Northumberland ....N.B	48 00	25 00	.....	.....
Lower Northfield	Lunenburg.....N.S	9 00	25 00	.....	.....
Lower Ohio	Shelburne & Queen's..N.S	20 60	25 00	.....	.....
Lower Onslow	Colchester.....N.S	97 46	36 00	.....	.....
Lower Poquiock	York.....N.B	18 73	25 00	.....	.....
Lower Prince William	York.....N.B	61 51	36 00	.....	.....
Lower Prospect	Halifax.....N.S	7 00	*b*31 00	.....	.....
Lower Queensbury	York.....N.B	29 10	25 00	.....	.....
Lower Ridge	King's & Albert.... N.B	20 00	25 00	.....	.....
Lower River Hebert	Cumberland.....N.S	16 45	25 00	.....	.....
Lower River Inhabitants	Richmond.....N.S	51 98	25 00	.....	.....

a Opened 1-5-06. * Including $12 night allowance. ** Including $10 night allowance. † Salary, &c., entered in Auditor General Report. *b* Including $6 night allowance. *c* Including $2 special salary.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lower Rose Bay	Lunenburg N.S	115 50	38 00		
Lower Sackville	Halifax N.S	59 10	25 00		
Lower Salmon Creek	Sunbury & Queen's N.B	26 75	25 00		
Lower Sandy Point	Shelburne & Queen's N.S	40 10	25 00		
Lower Sapin	Kent N.B	12 00	25 00		
Lower Saulnierville	Digby N.S	72 15	30 00		
Lower Selmah	Hants N.S	85 00	38 00		
Lower Shag Harbour	Shelburne & Queen's N.S	14 50	25 00		
Lower Shinimecas	Cumberland N.S	40 73	25 00		
Lower Ship Harbour	Halifax N.S	56 97	25 00		
Lower Ship Harbour, East	Halifax N.S	51 65	25 00		
Lower Southampton	York N.B	68 14	34 00	7 00	
Lower South River	Antigonishe N.S	53 90	25 00	3 00	
Lower St. Mary's	York N.B	11 00	25 00		
Lower Turtle Creek	King's & Albert N.B	3 00	25 00		
Lower Wakefield	Carleton N.B	12 00	25 00		
Lower Washabuck	North Cape Breton and Victoria N.S	11 00	25 00		
Lower Wedge	Yarmouth N.S	124 45	25 00		
Lower Wentworth	Cumberland N.S	25 75	25 00		
Lower West Jeddore	Halifax N.S	36 30	25 00		
Lower West Pubnico	Yarmouth N.S	38 79	25 00		
Lower West River	Antigonishe N.S	10 00	25 00		
Lower Whitehaven	Guysborough N.S	81 25	38 00		
Lower Windsor	Carleton N.B	27 33	25 00		
Lower Woodstock	Carleton N.B	32 52	25 00		
a Loweton	Qu'Appelle Sask	21 00	4 16		
Low Point	Inverness N.S	56 25	25 00		
Lowville	Halton O	176 15	56 00		5 00
Loyal	Huron, W.R O	109 73	46 00		5 00
Lozier Settlement	Gloucester N.B	37 45	25 00		
Lucas	Marquette M	34 98	25 00		
Lucasville	Lambton, W.R O	57 00	25 00		
Lucasville	Halifax N.S	31 98	25 00		
Lucerne	Wright Q	65 25	25 00		
Lucill	Dufferin O	31 43	25 00		
Ludlow	Northumberland N.B	76 44	38 00		
Lulu Island	New Westminster B.C	38 65	25 00		
Lumby	Yale & Cariboo B.C	170 50	74 00	10 00	5 00
Lumley	Huron, S.R O	26 96	25 00		
Lumsden's Mills	Pontiac Q	382 96	100 00		10 00
Lund	Comox-Atlin B.C	128 26	54 00		2 50
Lundar	Dauphin M	108 24	40 00		
**Lundbreck	Alberta Alta	159 16	6 25		
Lundy	Guysboro N.S	8 00	25 00		
Lurgan	Bruce, S.R O	24 00	25 00		
Luskville	Wright Q	90 95	48 00		5 00
Lutes Mountain	Westmoreland N B	90 00	30 00		
Luton	Elgin, E.R O	60 50	26 00		
d Lynch	Victoria N.B	25 25	25 00		
Lynch's Corner	King's & Albert N.B	9 00	25 00		
Lyndale	King's P.E.I	6 00	25 00		
Lyndon	Alta Alta	80 47	78 00		5 00
Lynn	Colchester N.S	26 96	25 00		
Lynn Creek	Vancouver City B.C	§12 00			
Lynnfield	Charlotte N.B	58 24	25 00		
Lynn Valley	Norfolk O	131 50	52 00		5 00
Lynnville	Norfolk O	60 83	33 00		

a Opened 1-5-06. **Opened 1-4-06. *d* Late Green River. § Credit for new officenot yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lyons	Elgin, E.R.....O	129 63	60 00		
*Lyonshall	Souris.....M	12 24	15 00		
Lysander	Megantic.....Q	80 28	30 00		
Lyttleton	Northumberland.....N.B	5 00	25 00		
McADAM'S LAKE	North Cape Breton and Victoria.....N.S	4 00	25 00		
McAlpine	Prescott.....O	85 18	36 00		
McArras Brook	Antigonishe.....N.S	12 29	25 00		
McArthur's Mills	Hastings, ER.....O	94 94	36 00		
†McAuley	Marquette.....M	243 30	80 00	5 00	5 00
McAulay's	North Cape Breton and Victoria.....N.S	13 20	25 00	3 00	
McBean	Wright.....Q	18 00	25 00	3 00	
McCallum's Settlement	Colchester.....N.S	12 00	25 00		
††McClure	Colchester.....N.S	12 50	4 14	2 00	
McCool	Nipissing.....O	10 00	25 00		
McCormack	Inverness.....N.S	42 25	25 00		
McCormick	Glengarry.....O	29 88	25 00		
McCready	Lambton, E.R.....O	32 66	25 00		
McCreary	Lanark, N.R.....O	47 50	25 00		
McCreary	Dauphin.....M	366 41	152 00		15 00
McCrimmon	Glengarry.....O	125 85	68 00		5 00
McDonald's Corner	Sunbury & Queen's..N.B	43 41	25 00		
McDonald Hills	Qu'Appelle.....Sask	68 14	30 00		
McDonald's Point	Sunbury & Queen's..N.B	39 50	25 00		
McDougall	Renfrew, S.R..O	55 28	25 00		
a McEachen Mills	Inverness.....N.S	10 17	16 67		
McElwain	York.....N.B	32 23	25 00		
McFarlane Lake	Nipissing.....O	60 00	25 00		
McGarry	Lanark, S.R.....O	40 00	25 00		
McGrath Cove	Halifax.....N.S	29 50	25 00		
McGrath Mountain	Pictou.....N.S	3 00	25 00		
*c*McGuigan	Kootenay.....B.C	51 13	12 50		
McInnes	Middlesex, N.R.....O	60 19	28 00		
McIntyre	Grey, E.R.....O	147 38	48 00		5 00
McIntyre's Lake	Richmond.....N.S	34 98	25 00	3 00	
McIntyre's Mountain	Inverness.....N.S	12 00	25 00		
McIver	Bruce, N.R.....O	22 50	25 00		
b McKee	Pontiac.....Q	168 70	38 00	16 00	
McKee's Mills	Kent.....N.B	43 00	25 00	3 00	
McKendrick	Restigouche.....N.B	5 00	25 00		
McKenzie	Lisgar.....M	22 20	27 50		
McKenzie Lake	Nipissing.....O	12 48	25 00		
McKenzie's Corner	Carleton.....N.B	27 73	25 00		
McKinlay	Carleton.....O	10 00	25 00		
McKinnon's Brook	Inverness.....N.S	3 50	25 00		
McKinnon's Harbour	North Cape Breton and Victoria.....N.S	74 96	30 00	9 00	
d McLaren's Depot	Frontenac.....O	22 00	2 08		
McLarty	Algoma, W.R.....O	36 79	25 00		
McLaughlin Road	Kent.....N.B	20 50	25 00		
McLean	Frontenac.....O	23 96	25 00		
McLean	Kent.....N.B	22 23	25 00		
McLeanville	North Cape Breton and Victoria.....N.S	20 75	25 00		

a Opened 1-11-05. *b* Late Glengyle. *c* Re-opened 1-1-06. † LateRuther Glen. * Closed 8-1-06.
†† Opened 1-5-06. *d* Re-opened 1-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
McLellan's Brook	Pictou N.S	55 50	25 00		
McLellan's Mountain	Pictou N.S	14 00	25 00		
McLeod	Richmond N.S	12 00	25 00		
McLeod Mills	Kent N.B	97 86	36 00		
McLeod's Crossing	Compton Q	49 00	36 00		
McMillan	Restigouche N.B	6 00	25 00		
McMillan's Corners	Stormont O	23 03	25 00	4 00	
McMurdo	Kootenay B.C	21 00	25 00		
McMurrich	Parry Sound O	58 45	25 00		
McNab	Lincoln O	111 00	52 00		5 00
McNab's Cove	Richmond N.S	18 50	25 00		
McNairn	Kent N.B	16 00	25 00		
McNamee	Northumberland N.B	35 00	25 00		
McNeill's Mills	Prince P.E.I	21 00	25 00		
McNeil's Vale	North Cape Breton and Victoria N.S	8 00	25 00		
McNeily's	Annapolis N.S	27 50	25 00		
McNutt's Island	Shelburne & Queen's N.S	26 71	25 00		
McTaggart	Qu'Appelle Sask	474 44	98 00	*b* 3 75	10 00
McPhail	Lanark, S.R O	24 75	25 00		
McPhee Corner	Hants N.S	15 50	25 00		
McPherson	Antigonishe N.S	28 93	25 00		
McPherson's Ferry	Richmond N.S	61 45	25 00		
McPherson's Mills	Pictou N.S	36 45	25 00		
McQuade	Westmoreland N.B	4 00	25 00		
McVicar	Bruce, N.R O	24 48	30 00		
d McWilliams	Middlesex, E.R O	6 00	2 08		
Mabee	Norfolk O	63 71	45 00		
Mabel	Argenteuil Q	25 00	25 00		
Mabel Lake	Yale & Cariboo B.C	42 99	25 00		
Mabou Coal Mines	Inverness N.S	50 42	37 00		
Mabou Harbour	Inverness N.S	18 75	25 00		
Mabou Harbour Mouth	Inverness N.S	22 45	25 00		
MacCue	Lanark, S.R O	44 00	28 00		
Macdonald	Lennox & Addington O	21 50	25 00		
MacDougall's	Westmoreland N.B	111 49	64 00		5 00
MacDougall	Prince P.E.I	39 50	25 00		
Macdowall	Sask Sask	199 29	64 00	7 00	5 00
Mace's Bay	Charlotte N.B	102 65	42 00		
Macewan	Alta Alta	48 77	25 00		
a Macfarlane	Humboldt Sask	45 71	14 58		
Macinquac	York N.B	19 15	25 00		
MacIntosh Mills	Brockville O	29 88	25 00		
Mackey's Station	Nipissing O	146 50	69 00		5 00
Mackville	King's & Albert N.B	7 00	25 00		
MacMillan	Oxford, N.R O	44 00	27 50		
Macton	Wellington, N.R O	6 25	25 00		
Macville	Peel O	77 88	34 00		
Maddington Falls	Drum'nd & Arthabaska Q	239 40	98 00		10 00
Maddock	Prince P.E.I	64 75	40 00	3 00	
Mader's Cove	Lunenburg N.S	54 25	28 00		
Madford	Brandon M	72 59	32 00		
Mafeking	Huron, W.R O	18 90	25 00		
Mafeking	Dauphin M	172 00	35 00		
Magenta	Rouville Q	10 00	25 00		
Maguire	Middlesex, N.R O	184 67	70 00		5 00
Magoon's Point	Stanstead Q	18 00	25 00		
Magpie	Chicoutimi & Saguen'y Q	46 89	25 00		

a Opened 1-12-05. *b* Including 75c. arrears forward allowance. *d* Opened 1-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Magundy	York N B	24 96	25 00		
Mahaffy	Perth, S.R. O	49 32	25 00		
Maidstone	Essex, N.R O	203 94	79 00		5 00
Mailhiot	Mégantic Q	24 25	25 00		
Main River	Kent N.B	72 00	33 00		
Main Stream	Carleton N.B	23 69	25 00		
Mair's Mills	Simcoe, N.R O	14 00	25 00		
Maitland	Annapolis N.S	96 40	43 00		
Maitland Forks	Lunenburg N.S	21 00	25 00		
Majuba Hill	New Westminster B.C	40 00	25 00		
Makaroff	Marquette M	101 08	**46 48	2 50	
Malaga Gold Mines	Shelburne & Queen's N.S	73 24	40 00		
Malagash Centre	Cumberland N.S	25 75	25 00		
Malagash	Cumberland N.S	15 00	25 00		
Malagash Point	Cumberland N.S	54 80	34 00		
Malagawatch	Inverness N.S	17 00	*37 00	5 00	
Malakoff	Carleton O	134 50	60 00		5 00
Malakoff	Westmoreland N.B	6 00	25 00		
Malby	Mackenzie Sask	17 60	25 00		
Mal Bay	Gaspé Q	146 85	*92 00		5 00
Malcolm	Bruce, S.R O	75 25	26 00		
Malignant Cove	Antigonishe N.S	18 00	25 00	10 00	
Malden	Westmoreland N.B	21 50	25 00		
Malmaison	Missisquoi Q	55 00	41 00	30 00	2 50
Malone	Hastings, W.R O	96 41	50 00		5 00
Malta	Muskoka O	31 26	25 00		
Malton	Peel O	202 87	86 00		5 00
Malvern	York, C.R O	108 49	48 00		5 00
Malvina	Compton Q	87 20	36 00		
Malwood	Carleton O	60 20	25 00		
Mamette Lake	Yale & Cariboo B.C	49 16	25 00		
a Manche d'Epée	Gaspé Q	17 00	21 83		
Manchester	Ontario, S.R O	181 94	77 00		5 00
Manda	Brandon M	19 69	25 00		
c Mandal	Humboldt Sask	41 66	10 41		
Mandan	Macdonald M	258 86	92 00		10 00
Mandeville	Maskinongé Q	75 00	36 00		
Mandeville	Parry Sound O	26 45	25 00		
Manfred	Strathcona Alta	35 00	25 00		
Manganese Mines	Colchester N.S	18 00	25 00		
a Manhard	Brockville O	54 30	21 83		
Manicouagan	Chicoutimi & Saguenay Q	62 43	28 00		
Manion	Lanark, S.R O	84 41	42 00	9 00	
§Manoir Richelieu	Charlevoix Q		0 80		
Manners Sutton	York N.B	80 02	46 00		5 00
Mannheim	Waterloo, S.R O	69 00	32 00		
Mannhurst	King's & Albert N.B	6 25	25 00		
Mannville	Strathcona Alta	182 03	25 00	1 00	
Manotick Station	Russell O	47 84	25 00	3 00	
Mansewood	Halton O	53 00	34 00		
Mansfield	Dufferin O	337 69	130 00		10 00
Mansfield	Cumberland N.S	15 72	25 00		
Manson Creek	Comox-Atlin B.C	†15 25			
Manuels	Northumberland N.B	12 75	25 00		
Manvers Station	Durham O	100 07	50 00		5 00
Maple Bay	Nanaimo B.C	59 74	34 50		
Maple Green	Restigouche N.B	15 00	25 00		

a Opened 15-8-05. *c* Opened 1-2-06. * Including $12 night allowance. ** Including $21.48 nigth allowance of which $1.48 is arrears. § Summer office. † Credit for office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
Maple Grove	Middlesex, E.R. O	67 90	40 00		
Maple Grove	Hants. N.S	49 34	25 00		
Maple Hill	Bruce, S.R. O	24 00	25 00		
Maple Hill	Mégantic. Q	53 04	28 00		
Maplehurst	Carleton N.B	24 92	25 00		
Maple Island	Parry Sound O	87 00	54 00	3 00	2 50
Maple Lake	Victoria & Haliburton. O	49 25	25 00	3 00	
Maple Lake Station	Parry Sound O	226 48	116 00		10 00
Maple Leaf	Compton Q	15 94	25 00		
Maple Leaf	King's P.E.I	11 25	25 00		
Maple Lodge	Middlesex, N.R. O	63 95	28 00		
Maplemore	Huntingdon Q	26 00	25 00		
Maple Plains	Prince P.E.I	9 20	25 00		
b Maple Ridge	Muskoka O	3 91	8 33		
Maple Ridge	Pontiac Q	25 69	25 00		
Maple Ridge	York N.B	18 50	25 00		
Maple Ridge	Antigonishe N.S	8 00	25 00		
Mapleton	Elgin, E.R. O	98 60	40 00		
Mapleton	King's & Albert. N.B	14 00	25 00		
Mapleton	Cumberland N S	25 01	25 00		
Maple Valley	Simcoe, N.R. O	122 80	58 00		5 00
Maple View	Northumberland, E.R. O	30 70	25 00		
Maple View	Victoria. N.B	26 88	25 00		
Maplewood	Oxford, N.R. O	68 52	44 00		
Maplewood	York N.B	22 25	25 00		
Maquapit Lake	Sunbury & Queen's. N.B	17 00	25 00		
Mar	Bruce, N.R. O	76 50	38 00	5 00	
Mara	Yale & Cariboo B.C	164 64	72 00		5 00
Marathon	Carleton O	62 57	25 00		
Maravilla	Souris. M	24 70	25 00		
Marbleton Station	Richmond & Wolfe Q	22 50	25 00		
Marburg	Norfolk O	48 00	25 00		
Marceauville	Bellechasse. Q	24 10	25 00		
Marcelin	Sask Sask	145 53	32 00	*d*5 41	
March	Carleton O	22 75	25 00		
Marcil	Bonaventure Q	44 45	25 00		
Marchbank	King's & Albert. N.B	8 00	25 00		
Marchhurst	Carleton O	17 19	25 00		
Marchmont	Simcoe, E.R. O	61 60	30 00		
c Marconi	Assa. East Sask	4 00	4 16		
Marden	Wellington, S.R. O	74 25	44 00		
Margaree Forks	Inverness N.S	146 25	*82 00	14 00	5 00
Margaree Island	Inverness N.S	4 00	25 00		
Margaret	Souris M	376 70	150 00		15 00
Margate	Prince P.E.I	106 00	54 00		5 00
a Margo	Mackenzie Sask	58 20	**28 68		
Maria Capes	Bonaventure Q	96 60	40 00		
Maria de Kent	Kent N.B	12 00	25 00		
Maria East	Bonaventure Q	55 98	30 00		
Mariahilf	Assa. East Sask		25 00		
Marie Bridge	King's P E I	15 90	25 00	3 00	
Marie Joseph	Guysborough N.S	176 00	84 00		5 00
Marieton	Assa. West Sask	37 56	32 00		
Marigot	Lotbinière Q	14 20	25 00		
Marion Bridge	South Cape Breton. N.S	72 10	32 00	25 00	
Marion Bridge Road	South Cape Breton. N.S	4 00	25 00		
Maritana	Huntingdon Q	53 39	25 00		
Markerville	Strathcona Alta	252 53	88 00	*b* 08	5 00

a Opened 16-10-05. *b* Opened 1-3-06. *c* Opened 1-5-06. * Including $20 night allowance. *d* Including 41c. arrears forward. ** Including $10.95 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
Markhamville	King's.....N.B	34 00	25 00	3 00	
Markland	Dauphin.....M	29 20	25 00		
Marlborough	Assa. West.....Sask	41 68	28 00		
Marlington	Stanstead.....Q	31 00	25 00		
Marlow	Beauce.....Q	35 27	30 00		
Marmion	Grey, S.R.....O	82 30	30 00		
Marney	Marquette.....M	22 00	25 00		
Marnoch	Huron, E.R.....O	28 71	25 00		
Marquette	Macdonald.....M	268 34	126 00	10 00	10 00
Marringhurst	Souris.....M	48 35	25 00		
Marriott's Cove	Lunenburg.....N.S	66 68	44 00		
Marrtown	King's.....N.B	14 50	25 00		
Marsboro'	Compton.....Q	65 20	34 00		
Marsh	Pictou.....N.S	28 88	25 00		
Marsh Bridge	St. John.....N.B	†	†		
Marsh Brook	Inverness.....N.S	14 69	25 00		
Marshall's Town	Digby.....N.S	70 13	30 50		
Marshdale	Pictou.....N.S	12 00	25 00		
Marshes (West Bay)	Inverness.....N.S	20 00	*34 00		
Marshfield	Queen's.....P.E.I	38 90	25 00		
Marshfield	Essex, S.R.....O	28 23	25 00		
Marshland	Dauphin.....M	21 00	25 00		
Mars Hill	Carleton.....N.B	12 00	25 00		
Marshville	Pictou.....N.S	23 92	25 00		
Marshy Hope	Pictou.....N.S	76 10	25 00	3 00	
Marsouins	Gaspé.....Q	37 24	25 00		
Marston	Norfolk.....O	20 00	25 00		
bMartel Corners	Russell.....O	5 00	5 35		
Martin	Queen's.....P.E.I	15 50	25 00		
Martin's	Victoria.....N.B	43 75	25 00		
Martins	Strathcona.....Alta	55 07	25 00		
Martindale	Wright.....Q	78 15	28 00		
Martin's Lake	Pontiac.....Q	25 18	25 00		
Martin's Point	Lunenburg.....N.S	67 20	32 00		
Martin's River	Lunenburg.....N.S	85 17	30 00		
Martinvale	King's.....P.E.I	19 00	25 00		
Martock	Hants.....N.S	33 00	25 00		
Marvelville	Russell.....O	50 40	25 00		
Marvin	King's & Albert.....N.B	12 50	25 00		
aMarwayne	Strathcona.....Alta	24 25	12 50		
Maryfield	Assa. East.....Sask	34 48	25 00		
Mary Hill	Dauphin.....M	43 92	25 00	6 00	
Maryland	Pontiac.....Q	149 20	70 74	24 00	5 00
Maryvale	Antigonishe.....N.S	15 00	25 00	3 00	
Mascarene	Charlotte.....N.B	29 25	25 00		
Mascouche Rapids	L'Assomption.....Q	37 08	25 00		
Masham Mills	Wright.....Q	198 75	82 50	6 00	7 50
Maskawata	Brandon.....M	11 47	25 00		
Maskinongé	Maskinongé.....Q	32 00	25 00		
cMasonville	Middlesex, E.R.....O	31 50	20 40		
Massie	Grey, N.R.....O	135 76	54 00		5 00
Mass Town	Colchester.....N.S	57 25	40 00		
Mastai	Quebec.....Q	162 50	90 00		10 00
Matawatchan	Renfrew, S.R.....O	78 14	38 00		
Matheson	North Cape-Breton & Victoria.....N.S	10 00	25 00		
Mathieu	Beauce.....Q	5 00	25 00		

† For Revenue, etc., *see* Appendix C. under St. John, N.B., sub-offices, etc.
a Opened 1-1-06. *b* Opened 1-4-06. * Including $9 night allowance.
c Closed 15-7-05; re-opened 22-9-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mattatall Lake	Colchester N.S	25 00	25 00		
Mattie	Guysborough N.S	23 00	25 00		
Maud	Yale & Cariboo B.C	123 67	25 00		
Maugerville	Sunbury & Queen's N.B	111 51	58 00	10 00	5 00
Mavillette	Digby N.S	107 32	44 00		5 00
Mawcook	Shefford Q	52 00	30 00		
Maxiamville	Prince P.E.I	9 00	25 00		
Maxwell	Carleton N.B	43 53	26 50		
Maxwellton Station	Digby N.S	23 00	25 00		
May Bank	Huntingdon Q	45 00	25 00		
Mayerville	Russell O	19 00	25 00		
Mayfair	Middlesex, W.R. O	117 50	37 00		
Mayfield	Antigonishe N.S	20 00	25 00		
Mayfield	Peel O	55 45	32 00		
Mayfield	Queen's P.E.I	80 45	44 00		
b Maymont	Sask Sask	191 10	16 67	3 16	
Maynard	Grenville O	52 63	25 00		
b Mayvrille	Strathcona Alta	74 91	16 67		
Mayton	Calgary Alta	125 61	52 00		5 00
Mayne	Brandon M	15 00	25 00		
Mayo	Labelle Q	49 30	32 00		
Mayook	Kootenay B.C	77 50	25 00		
† Maywood	Victoria, City B.C	‡	‡		
*Meach Lake	Wright Q	7 25			
Meadow	King's & Albert N.B	15 00	25 00		
Meadow Creek	Alta Alta	70 71	40 00		
Meadow Lea	Macdonald M	31 69	25 00	2 50	
Meadows	Charlotte N.B	84 00	44 00	4 00	
††Meadows	Macdonald M	20 16	8 33		
Meadows Road	South Cape Breton N.S	13 98	25 00		
Meadowvale	Selkirk M	4 55	25 00		
Meadowvale	Annapolis N.S		25 00		
Meadowville Station	Pictou N.S	200 38	66 00	12 00	5 00
Meagher's Grant	Halifax N.S	127 20	54 00		5 00
Meat Cove	North Cape Breton & Victoria N.S	24 20	25 00		
Mechanic's Settlement	King's & Albert N.B	38 25	25 00		
Mecumona	Parry Sound O	60 41	25 00	5 00	
Medford	King's N.S	25 14	25 00		
Medford	Victoria, N.B	39 10	25 00		
Medina	Oxford, N.R. O	84 26	38 00		
Medona	Sask Sask	35 28	25 00		
d Meedsville	Assa. West Sask	12 00	2 08		
Meeting Creek	Strathcona Alta	30 83	25 00		
Meig's Corners	Missisquoi Q	43 73	25 00		
Meiklefield	Pictou N.S	12 00	25 00		
Meiseners	Lunenburg N.S	20 00	25 00		
Mekiwin	Portage la Prairie M	38 64	25 00		
Melancthon	Dufferin O	235 80	102 00		10 00
Melanson	King's N.S	31 30	25 00		
Melboro'	Richmond & Wolfe Q	48 00	25 00		
Melbourne	Portage la Prairie M	26 07	25 00		
Melbourne Ridge	Richmond & Wolfe Q	46 45	33 00		
Melcombe	Leeds O	49 08	32 50		
Meldrum Bay	Algoma, E.R O	190 05	100 00		10 00
Melford	Inverness N.S	50 42	25 00	11 00	
Melgund	Wellington, N.R. O	30 00	28 00		

b Opened 1-11-05. † Closed from 12 1-06 to 25-1-06. †† Opened 1-3-06. * Opened 1-5-06; summer office. *d* Opened 1-6-06. ‡ For Revenue, &c., *see* Appendix C, under Victoria B.C., sub-offices, etc.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Melocheville	Beauharnois ..... Q	56 36	27 50		
Melrose	Hastings, E.R. ..... O	139 89	66 00		5 00
Melrose	Guysborough..... N.S	72 00	*b*52 50	14 00	
Melrose	Westmoreland ..... N.B	106 50	42 00		
Melrose	Selkirk ..... M	30 74	25 00		
Melton	Dauphin ..... M	35 50	25 00		
Melville	Inverness.. ..... N.S	25 00	25 00		
Melville	Prince Edward ..... O	70 00	36 00		
Melville Cross	Peel ..... O	97 64	46 00		2 50
Memel	King's & Albert ..... N.B	10 00	25 00		
Memramcook East	Westmoreland. ..... N.B	30 00	25 00		
Memramcook West	Westmoreland..... N.B	179 80	76 00		5 00
Menard Corner	St. John's & Iberville..Q	16 00	25 00		
Menardville	St. John's & Iberville..Q	19 70	25 00		
Menie	Northumberland, E.R. O	165 74	81 00		5 00
Menofield	Mackenzie ..... Sask	77	25 00		
Menteith	Brandon ..... M	45 60	25 00		
Meota	Sask ..... Sask	145 88	25 00		
Mercer	King's & Albert.... N.B	6 00	25 00		
Mercier	Montmagny ..... Q	34 42	25 00	10 00	
Meredith	Charlotte ..... N.B	4 00	25 00		
Meridian	Assa. East.. .....Sask	51 51	25 00		
Merivale	Carleton ..... O	66 00	30 00		
Mermaid Farm	Queen's..... P.E.I	14 00	25 00		
Merton	Halton ..... O	128 42	48 00		5 00
*a*Metchosin	Nanaimo ..... B.C	169 00	60 44		3 77
Methven	Brandon ..... M	246 90	110 00		5 00
Meteghan Station	Digby ..... N.S	162 04	72 00		5 00
Metgermette	Dorchester..... Q	36 81	25 00		
Metlakatla	Comox-Atlin.....B.C	352 72	165 00		15 00
Metropolitan	Perth, S.R..... O	45 00	25 00		
Metz	Wellington, N.R..... O	35 00	25 00		
Mewassin	Edmonton ..... Alta	88 70	38 00		
Mieyersburg	Northumberland, E.R.O	81 21	32 00		
Micaville	Lanark, S.R..... O	77 86	25 00	3 00	
Michael's Bay	Algoma, E.R. ..... O	26 00	25 00		
Michaud	Victoria..... N.B	62 21	30 50		
Michipicoten Harbour	Algoma, W.R..... O	68 43	42 00		
Michipicoten River	Algoma, W.R ..... O	110 33	102 00		10 00
Micksburg	Renfrew, N.R. ..... O	142 00	54 00		5 00
Micmac Gold Mines	Lunenburg..... N.S	60 00	25 00		
Middle Barney's River	Pictou..... N.S	14 48	25 00		
Middleboro'	Cumberland..... N.S	55 94	26 00		
Middle Beaver Bank	Halifax..... N.S	25 00	25 00		
Middle Cape	South Cape Breton,..N.S	28 25	25 00		
Middle Caraquet	Gloucester... .....N.B	51 00	33 00		
Middle Church	Selkirk..... M	106 45	76 00		5 00
Middle Country Harbour	Guysborough..... N.S	19 75	*c*35 00		
Middle Coverdale	King's & Albert ....N.B	31 80	25 00		
Middle East Pubnico	Yarmouth ..... N.S	78 00	40 00		
Middlefield	Shelburne & Queen's..N.S	39 00	25 00	14 00	
Middle Hainesville	York..... N.B	25 00	25 00		
Middle La Have Ferry	Lunenburg..... N.S	25 95	25 00		
Middle Manchester	Guysborough..... N.S	23 50	25 00		
Middlemarch	Elgin, W.R ..... O	90 69	40 00		
Middlemiss	Middlesex, W.R ..... O	197 90	106 00		10 00
Middle Ohio	Shelburne & Queen's..N.S	23 25	25 00		

a Closed 2-4-06. *b* Including $20 night allowance. *c* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Middle River	North Cape Breton and Victoria, N.S	50 21	25 00		
Middle Sackville	Halifax, N.S	22 30	25 00	3 00	
Middlesex	King's & Albert, N.B	13 00	25 00		
Middle Simonds	Carleton, N.B	81 03	40 00		
Middle Southampton	York, N.B	70 00	36 00		
Middleton	Prince, P.E.I	23 75	25 00		
Middleton	Westmoreland, N.B	21 00	25 00		
Middleton	Antigonishe, N.S	13 00	25 00		
Midford	Parry Sound, O	30 00	25 00		
Midgell	King's, P.E.I	22 75	25 00		
Midgic Station	Westmoreland, N.B	77 75	38 00	11 00	
Midhurst	Simcoe, N.R., O	113 10	50 00		5 00
Midland	King's & Albert, N.B	31 00	25 00		
Mid Lothian	Parry Sound, O	56 62	26 00		
Midville Branch	Lunenburg, N.S	34 75	25 00		
Midway	King's & Albert, N.B	17 00	25 00		
Miguasha	Bonaventure, Q	18 71	25 00		
Miguasha Ouest	Bonaventure, Q	7 00	25 00		
Miguick	Portneuf, Q	30 45	25 00		
Milan	Compton, Q	221 00	98 00	24 00	10 00
Milburn	King's, P.E.I	22 56	25 00		
Milby	Sherbrooke, Q	57 63	30 00		
Miletta	Stanstead, Q	28 50	25 00		
Milford	Prince Edward, O	189 59	82 00		5 00
Milford	Annapolis, N.S	100 16	40 00	3 00	
Milford	St. John, N.B	158 40	70 00	7 00	5 00
Milford Bay	Muskoka, O	200 82	86 00		5 00
Milford Haven Bridge	Guysborough, N.S	18 00	*a*31 00		
Militia Point	Inverness, N.S	13 00	25 00		
Milkish	King's & Albert, N.B	18 75	25 00		
Millanville	Mégantic, Q	13 81	25 00		
Millar's Corners	Grenville, O	102 65	62 00		5 00
Millarton	Bruce, N.R., O	26 41	23 28		
Millbank	Northumberland, N.B	42 25	25 00		
Mill Bridge	Hastings, E.R., O	159 83	67 00		5 00
Mill Brook	Pictou, N.S	17 50	25 00		
Mill Brook	Sunbury & Queen's, N.B	18 75	25 00		
Millbrook Station	Durham, O	234 17	90 00		10 00
Millbrook	Selkirk, M	13 00	25 00		
Mill Cove	Lunenburg, N.S	27 75	25 00		
Mill Cove	Sunbury & Queen's, N.B	38 92	25 00		
Mill Cove	Queen's, P.E.I	10 67	25 00		
Mill Creek	North Cape Breton and Victoria, N.S	10 00	25 00		
Mill Creek	Macdonald, M	7 75	25 00		
Milledgeville	St. John, N.B	¶	¶		
Miller Lake	Bruce, N.R., O	59 00	40 00		
Miller's Creek	Hants, N.S	63 00	44 00		
Mille Vaches	Chicoutimi & Saguenay, Q	118 61	54 00		5 00
Millfield	Mégantic, Q	22 00	25 00	3 00	
Mill Grove	Wentworth, O	204 65	80 00		5 00
Mill Haven	Lennox & Addington, O	72 84	36 00		
Milliken	York, C.R., O	143 62	58 00		5 00
Millington	Brome, Q	119 88	55 00		5 00
Millington	Ontario, N.R., O	39 00	25 00		
Mill River	Prince, P.E.I	101 00	†58 00	18 00	5 00

a Including $6 special salary. ¶ For Revenue, etc., *see* Appendix C under St. John (N.B.) suboffice, &c. † Including $8 arrears night duty.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mill River East	Prince.....P.E.I	34 00	25 00		
Mill Road	Lunenburg.....N.S	5 00	25 00		
Mill Settlement	Sunbury & Queen's..N.B	27 68	25 00		
d Millside	New Westminster...B.C	108 36	10 41		
Millstream	Bonaventure.....Q	46 75	30 00		
Millstream	King's & Albert ...N.B	116 75	65 00	9 00	5 00
Millstream	Nanaimo .....B.C		25 00		
Millsville	Pictou.....N.S	125 80	52 00		5 00
Milltown Cross	King's.....P.E.I	25 00	25 00		
Millvale	Queen's.....P.E.I	8 00	25 00		
Mill View	Queen's East.....P.E.I	106 20	44 00	18 00	5 00
Millville	King's.....N.S	94 00	42 00		
a Millville	Qu'Appelle .....Sask	13 57	22 91		
Millville Boularderie	North Cape Breton and Victoria.....N.S	83 91	**46 50		
Millward	Calgary .....Alta	47 20	36 00		
Millwood	Marquette.....M	231 32	105 00	3 00	10 00
Milnerton	Strathcona.....Alta	61 20	25 00		
Milne's Landing	Nanaimo.....B.C	106 44	30 00		
Milsap	Lennox & Addington..O	25 00	25 00		
Milton East	Shefford.....Q	85 00	50 00		5 00
Milton Station	Queen's.....P.E.I	55 18	25 00	3 00	
Miminegash	Prince.....P.E.I	43 26	25 00		
Mimosa	Wellington, S.R .....O	59 93	32 00		
Mina	Northumberland, W.R.O	28 65	25 00		
Minasville	Hants.....N.S	55 50	38 00		
Mindemoya	Algoma, E.R.....O	213 97	80 00		5 00
Mine Centre Station	Thunder Bay and Rainy River.....O	269 15	*c* 115 48		10 00
Mineral	Carleton.....N.B	22 75	25 00		
Mineral Rock	South Cape Breton..N.S	6 00	25 00		
Mineral Springs	Wentworth.....O	48 74	25 00		
Minerve	Labelle .....Q	70 42	30 00		
Minett	Muskoka.....O	268 83	112 00		10 00
Mineville	Halifax.....N.S	6 00	25 00		
Mingan	Chicoutimi & Saguenay.Q	26 02	25 00	5 00	
Mink Cove	Digby.....N.S	65 66	30 00		
Minnewakan	Dauphin .....M	71 89	30 00	12 00	
‡Minnicoganashine	Muskoka .....O	144 00	36 00		
Minniehill	Grey, N.R.....O	44 00	25 00		
Minnitaki	Thunder Bay and Rainy River.....O	32 09	*35 00		
Minto	Pictou.....N.S	16 98	25 00		
Minto	Hastings, W.R.....O	63 00	28 00		
Minton	Stanstead .....Q	24 09	25 00		
Minudie	Cumberland.....N.S	118 00	62 00		5 00
Miquelon	Richmond & Wolfe....Q	44 60	25 00		
Mira Gut	South Cape Breton..N.S	63 06	33 00	8 00	
Mirabel	Two Mountains .....Q	74 30	34 00		
Miranda	Missisquoi.....Q	8 00	25 00		
Miscou Centre	Gloucester.....N.B	32 00	25 00		
Miscouche	Prince.....P.E.I	255 90	125 00	11 00	10 00
Miscou Harbour	Gloucester.....N.B	61 85	25 00	3 00	
Miscou Lighthouse	Gloucester.....N.B	35 00	25 00		
Misère	Charlevoix.....Q	37 00	*b* 31 00		
Mispec	St. John.....N.B	130 94	40 00		

a Opened 1-8-05. *d* Opened 1-2-06. *c* Including $11.48 night allowance of which $1.48 is arrears. *Including $10 night allowance. **Including $12 night allowance. ‡Summer office. *b* Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mississippi Station	Frontenac, O	145 02	76 00		5 00
Mistawasis	Sask, Sask	125 08	38 00	7 00	
Mitchell River	King's, P.E.I	31 25	25 00		
Mitchell Bay	Halifax, N.S	13 00	25 00		
Mitchell's Bay	Kent, W.R, O	48 98	28 00		
Mitchell Settlement	Restigouche, N.B	6 00	25 00		
Mitchell Square	Simcoe, N.R, O	114 26	53 50		5 00
Mitchell Station	Dr'mmond & Arthab'ka, Q	156 24	62 00		5 00
Mitchellville	Leeds, O	82 50	30 00		
Mizonette	Gloucester, N.B	44 98	25 00		
Mochelle	Annapolis, N.S	51 80	25 00		
Moe's River	Compton, Q	102 53	50 00		5 00
Moffat	Halton, O	91 00	36 00		
Moffat	Qu'Appelle, Sask	242 15	100 00	8 00	10 00
Moira	Hastings, W.R, O	226 00	86 00	4 00	5 00
Moisie	Chicoutimi & Saguenay, Q	50 00	*c* 50 00		
Moline	Marquette, M	9 00	25 00		
Molson	Selkirk, M	85 45	50 00	24 00	
Molstad	Strathcona, Alta	198 29	36 00		
Moltke	Bruce, S.R, O	29 73	25 00		
Monaghan	Queen's, P.E.I	10 00	25 00		
Monalea	Argenteuil, Q	2 50	25 00		
Monck	Wellington, N.R, O	45 39	25 00		
Moncrieff	Huron, E.R, O	63 40	30 00		
Moncton Road	Westmoreland, N.B	7 00	25 00		
Monetville	Nipissing, O	91 35	28 00		
Moneymore	Hastings, E.R, O	5 00	25 00		
Mongenais	Vaudreuil, Q	81 86	38 00		
Mongolia	York, C.R, O	62 25	28 00		
Monk Road	Hastings, W.R, O	18 48	25 00		
Monk's Head	Antigonishe, N.S	11 25	25 00		
Mono Centre	Dufferin, O	105 05	50 00	3 00	5 00
Monsell	Muskoka, O	12 01	25 00		
Montague Gold Mines	Halifax, N.S	25 00	25 00		
a Montagne Ronde	Beauce, Q	10 00	8 33		
Montcalm	Montcalm, Q	196 00	84 00		5 00
Montcerf	Wright, Q	231 36	92 00		10 00
Mont Dufresne	Richmond & Wolfe, Q	13 00	25 00		
Monteagle Valley	Hastings, E.R, O	74 50	30 00		
Monte Creek	Yale & Cariboo, B.C	305 87	†140 00	28 00	10 00
Montefiore	Souris, M	6 25	25 00		
Montgomery	Assa. East, Sask	79 25	25 00		
Monticello	King's, P.E.I	31 55	25 00		
*Montigny	Labelle, Q	22 50	21 38		
Mont Louis	Gaspé, Q	180 33	82 00		5 00
Montmartre	Qu'Appelle, Sask	37 98	25 00		
Montmorency East	Montmorency, Q	29 91	25 00		
Montmorency, Falls	Quebec, Q	194 96	105 00	18 00	10 00
Mont Nebo	Sask, Sask.	16 25	25 00		
Montpelier	Labelle, Q	105 68	32 00		
Montreal, Rivière	Nipissing, O	285 00	25 00		
Montreal South	Chambly & Verchères, Q	56 00	25 00		
Montrose	Colchester, N.S	62 86	25 00		
Montrose	Welland, O	56 75	25 00		
Montrose	Prince, P.E.I	89 65	48 00		5 00
Montrose	Portage la Prairie, M	27 85	25 00		
Mont St. Hilaire	Rouville, Q	98 96	40 00		

a Opened 1-3-06. * Closed 9-3-06, re-opened 1-5-06. *c* Including $25 special salary. † Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mont St. Pierre	Gaspé ....Q	12 44	25 00		
Moon Falls	Parry Sound ....O	30 00	25 00		
‡Moon River	Parry Sound....O	70 00			
Moonstone	Simcoe, E.R....O	254 34	122 00		10 00
b Moorepark	Marquette....M	87 90	25 00	4 00	
Mooresburg	Grey, S.R....O	91 00	37 50	3 00	
Moore's Mills	Charlotte....N.B	139 00	58 00	20 00	5 00
Mooresville	Middlesex, N.R....O	77 19	36 00		
Moose Brook	Hants ....N.S	50 87	25 00		
Moosehead	Halifax....N.S	38 00	26 00		
Moose Horn Bay	Dauphin ....M	14 23	25 00		
Mooseland	Halifax....N.S	80 50	*45 00		
Moose River	Pictou ....N.S	17 00	25 00		
Moose River	Cumberland....N.S	15 00	25 00		
Moose River	Bagot....Q	32 78	25 00		
Moose River Gold Mines	Halifax....N.S	92 76	56 00		5 00
Moran	Northumberland ....N.B	20 65	25 00		
Morar	Antigonishe....N.S	14 00	25 00		
Moraviantown	Kent, E.R....O	11 00	25 00		
Moray	Middlesex, N.R....O	43 20	30 00		
Morehead	Pontiac....Q	35 75	25 00		
Morehouse	Northumberland....N.B	48 36	28 00		
Morell East	King's ....P.E.I	18 23	25 00		
Morell Rear	King's ....P.E.I	21 88	25 00		
Morganston	Northumberland., E.R.O	227 43	98 00		10 00
Morganville	Digby....N.S	19 00	25 00		
Morigeau	Montmagny....Q	78 70	33 00		
Morin	Bellechasse....Q	6 00	25 00		
‡Morinus	Muskoka....O	76 00	25 00		
Morinville	Edmonton....Alta	230 86	80 00	3 00	5 00
Morley	Grey, N.R....O	10 00	25 00		
Morley	Calgary ....Alta	250 09	132 00	9 00	10 00
Moropano	Souris....M	23 77	25 00		
Morrisdale	King's....N.B	†5 00			
Morris Island	Yarmouth....N.S	5 00	25 00		
Morrison	Inverness ....N.S	9 00	25 00		
Morrison Lake	Muskoka....O	11 00	25 00		
Morrison Station	Terrebonne ....Q	48 21	25 00		
Morristown	Antigonishe....N.S	31 90	25 00		
Morristown	King's....N.S	3 00	25 00		
Morrisville	Algoma, E.R....O	22 00	25 00		
Mortimer's Point	Muskoka....O	148 98	55 00		5 00
‡Morton Park	York, N.R....O	50 00	25 00		
Morton's Corner	Lunenburg ....N.S	13 00	25 00		
Morvan	Antigonishe....N.S	12 00	25 00		
Morven	Lennox & Addington..O	64 77	39 00		2 50
Mosborough	Wellington, S.R....O	85 60	44 00		
a Mosgrove	Carleton....O	25 66	19 71		
Mosher's Corner	Annapolis....N.S	23 60	25 00		
Mosherville	Hants....N.S	60 10	30 00		
Mosquito Harbour	Comox-Atlin....B.C	†15 25			
Moss Glen	King's & Albert....N.B	12 50	25 00		
Mosside	Lambton, E.R....O	78 25	38 00		
Moss Lake	Mackenzie....Sask	7 12	25 00		
c Mossleigh	Calgary ....Alta	29 16	10 41		
Mossley	Middlesex, E.R....O	132 09	46 00		5 00
Mossman's Grant	Lunenburg....N.S	54 50	28 00		

b Late Selden. *a* Closed 14-4-06. * Including $10 night allowance. † Credit for new office not yet opened. ‡ Summer office. *c* Opened 1-2-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Motherwell	Perth, S.R.....O	134 16	60 00		5 00
Moulie's River	Kent .....N.B	71 08	34 00		
Moulin Basinet	Joliette.....Q	5 00	25 00		
Moulin Chaurette	Three Riv. &St. MauriceQ	142 69	72 00		5 00
Moulin Desbiens	Chicoutimi & SaguenayQ	64 20	25 00		
Moulin Dubois	Drum'nd & ArthabaskaQ	8 49	25 00		
Moulin Fontaine	Richmond & Wolfe....Q	28 08	25 00		
Moulin Lacroix	Montcalm.....Q	38 50	25 00		
Moulin Mignault	Rimouski.....Q	9 51	25 00		
Moulin Tardif	Richmond & Wolfe....Q	37 00	25 00		
Moulin Têtu	Lotbinière .....Q	29 65	25 00		
Moulton	Haldimand.....O	77 96	40 00		
Mound	Calgary .....Alta	46 21	25 00		
Mountain Brook	Restigouche.....N.B	15 00	25 00		
Mountain Dale	King's & Albert.....N.B	19 48	25 00		
Mountain Gap	Dauphin .....M	12 50	25 00		
a Mountain House	Strathcona .....Alta	21 95	13 65		
Mountain Mill	Alta.....Alta	18 00	25 00		
Mountain Road	Pictou .....N.S	18 75	25 00		
b Mountain Road	Dauphin.....M	17 00	12 50		
d Mountain Side	Humboldt.....Sask	10 00	8 33		
Mountain View	Prince Edward .....O	86 74	48 00		5 00
Mountain View	Alta.....Alta	209 57	80 00		5 00
Mount Albion	Wentworth .....O	25 92	25 00		
Mount Albion	Queen's.....P.E.I	71 88	30 00		
Mount Buchanan	Queen's.....P.E.I	17 00	25 00		
Mount Carmel	Prince .....P.E.I	78 90	30 00		
Mount Carmel	Huron, E.R .....O	128 00	60 00		5 00
Mount Charles	Peel .....O	25 43	25 00		
Mount Chesney	Frontenac.....O	24 95	25 00		
Mount Denison	Hants.....N.S	76 90	35 00		
Mount Dennis	York, S.R.....O	74 00	34 00		
Mount Hanly	Annapolis.....N.S	140 75	68 00		5 00
Mount Healy	Haldimand.....O	44 18	25 00		
Mount Hebron	King's & Albert....N.B	9 54	25 00		
Mount Herbert	Queen's.....P.E.I	7 00	25 00		
Mount Hope	Bruce, N.R.....O	25 00	25 00		
Mount Hope	King's .....P.E.I	14 00	25 00		
Mount Horeb	Victoria & Haliburton.O	49 65	25 00		
Mount Irwin	Peterborough, W.R...O	50 78	27 50		
Mount Johnson	St. John's & Iberville..Q	141 65	75 00		5 00
Mount Julien	Peterborough, E.R....O	115 69	50 00		5 00
Mount Lehman	New Westminster...B.C	107 68	44 00		
Mount Loyal	Montcalm .....Q	25 00	25 00		
Mount Maple	Argenteuil.....Q	13 00	25 00		
Mount Middleton	King's & Albert ....N.B	17 00	25 00		
Mount Murray	Charlevoix.....Q	74 00	28 00		
‖ Mount Nemo	Halton .....O	41 50	9 93		
Mount Oscar	Vaudreuil .....Q	28 93	26 50		
Mount Pisgah	King's & Albert....N.B	17 93	26 50		
Mount Pleasant	Prince.....P.E.I	27 94	25 00		
Mount Pleasant	Cumberland .....N.S	18 00	25 00		
Mount Pleasant	Carleton .....N.B	68 17	28 00		
Mount Robson	Dorchester .....Q	11 00	25 00		
Mount Rose	Annapolis .....N.S	29 50	25 00		
Mount Royal	Prince.....P.E.I	25 00	25 00		
Mount Royal	Macdonald.....M	34 35	64 00		5 00
Mount Royal Vale	Jacques Cartier .....Q	56 00	25 00		

a Opened 15-12-05. *b* Opened 1-1-06. *d* Opened 1-3-06. ‖ Opened 7-2-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ crs.
Mount Ryan	Queen's P.E.I	15 25	25 00		
Mount St. Louis	Simcoe, E.R. O	206 68	48 00		5 00
Mount St. Patrick	Renfrew, S.R. O	111 00	69 00	3 00	7 50
Mount Salem	Elgin, E.R. O	83 00	35 00		
Mountsberg	Wentworth O	67 00	26 50		
Mount Thom.	Pictou N.S	31 23	25 00		
Mount Tolmie	Nanaimo B.C	131 50	60 00		
Mount Vernon	Brantford O	176 86	110 00		10 00
Mount Vernon	Queen's P.E.I	14 00	25 00		
Mount View	Wellington, N.R. O	15 00	25 00		
Mount View	Westmoreland N.B	15 00	25 00		
Mountville	King's & Albert N.B	20 00	25 00		
Mount Whatley	Westmoreland N.B	80 21	44 00		
Mount William	Pictou N.S	3 00	25 00		
Mount Wolf	Peel O	30 00	25 00		
Mount Young	Inverness N.S	12 00	25 00		
Mount Zion	Inverness N.S	9 50	25 00		
Mouth of Jemseg	Sunbury & Queen's N.B	83 70	36 00		
Mouth of Keswick	York N.B	88 45	40 00		
Mouth of St. Francis	Victoria N.B	2 00	25 00		
Mowbray	Lisgar M	172 42	62 00	3 00	5 00
Muddy Creek	Prince P.E.I	45 75	25 00		
Muir	Oxford, S.R. O	46 38	25 00		
Muir Kirk	Kent, E.R. O	219 13	94 00		10 00
Muldoon	Pontiac Q	128 45	55 00	5 00	5 00
Mulgrave	Welland O	18 63	25 00		
Mull	Kent, W.R. O	185 39	78 00	4 00	5 00
Mull River	Inverness N.S	16 05	25 00		
Mullifarry	Middlesex, N.R. O	22 59	25 00		
Mulmur	Dufferin O	71 50	25 00		
Mulock	Mackenzie Sask	44 42	25 00	4 00	
Mulock	Grey, S.R. O	33 00	25 00		
Mulock	Lotbinière Q	113 18	30 00		
Mundleville	Kent N.B	42 82	25 00		
Muniac	Victoria N.B	109 91	56 00		5 00
Munro	Perth, S.R. O	90 01	28 00	*a*8 75	
Munroe	New Westminster B.C	53 68	25 00		
Munroe Bridge	Inverness N.S	21 00	25 00		
Munroe Mills	Glengarry O	48 25	28 00		
Munro Siding	Algoma, E.R. O	211 00	60 00		5 00
Munster	Carleton O	137 81	52 00		5 00
Murchison	Marquette M	1 25	25 00		
Murchison	Nipissing O	17 75	25 00		
Murchyville	Halifax N.S	18 61	25 00		
Murillo	Thunder Bay and Rainy River O	343 06	*b*146 00		15 00
Murphy	Grey, N.R. O	14 00	25 00		
Murphy	Inverness N.S	12 00	25 00		
Murray	Northumberland, E.R. O	183 80	84 00		5 00
Murray Corner	Westmoreland N.B	27 69	25 00		
Murrayfield	Pictou N.S	17 00	25 00		
Murray Harbour, North	King's P.E.I	160 16	32 00		
Murray Harbour Road	Queen's P.E.I	41 40	25 00		
Murray Harbour West	King's P.E.I	76 33	25 00		
Murray Park	Macdonald M	17 91	25 00		
Murray Road	Westmoreland N.B	20 75	25 00		
Murray Valley	Calgary Alta	18 14	25 00		
Murvale	Frontenac O	12 00	25 00		

a Including 75c. arrears forward. *b* Including $10 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts	$ cts.
Mushaboom	Halifax, N.S	18 25	†35 00		
Muskoka Falls	Muskoka, O	37 15	25 00		
Musquash	St. John, N.B	127 26	38 00		
Musselyville	Bonaventure, Q	28 67	25 00		
Mutrie	Qu'Appelle, Sask	45 77	25 00		
Mutton Bay	Chicoutimi & Saguenay, Q	8 00	25 00		
Myer's Cave	Frontenac, O	24 90	25 00		
*c*Myer's Point	Halifax, N.S	6 00	4 16		
Myrehall	Hastings, E.R., O	2 00	25 00		
Myrtle	Ontario, S.R., O	149 93	80 00		5 00
Myrtle Station	Ontario, S.R., O	174 62	80 00		5 00
Mystic	Missisquoi, Q	128 00	54 00		5 00
NAAS HARBOUR	Comox-Atlin, B.C	65 00	36 00	6 00	
Nackawick	York, N.B	48 00	25 00		
*b*Nahun	Yale & Cariboo, B.C	83 74	22 91		
Nail Pond	Prince, P.E.I	13 50	25 00		
Nairn	Middlesex, N.R., O	78 58	36 00		
Namao	Edmonton, Alta	103 86	38 00	5 00	
Namur	Labelle, Q	174 50	82 00		5 00
Nancy	Maskinongé, Q	12 35	25 00		
Nanoose Bay	Comox-Atlin, B.C	32 14	25 00		
Nantyr	Simcoe, S.R., O	148 25	58 00		5 00
Naphan	Hastings, E.R., O	18 69	25 00		
Nappan	Cumberland, N.S	25 28	25 00		
Nappan Station	Cumberland, N.S	297 86	130 00	3 00	10 00
*a*Napperton	Middlesex, N.R., O	33 32	12 83		
Narva	Bruce, S.R., O	16 89	25 00		
Nashville	York, C.R., O	103 51	40 00		
Nashwaak Bridge	York, N.B	129 56	62 00		5 00
Nashwaaksis	York, N.B	120 00	68 00		5 00
Nashwaak Village	York, N.B	58 74	30 00		
Nasonworth	York, N.B	31 46	25 00		
Natashquan	Chicoutimi & Saguenay, Q	71 90	**56 00	10 00	
*c*Natika	Humboldt, Sask	7 00	4 16		
Naughton	Algoma, O	40 88	80 00		7 50
Neapolis	Calgary, Alta	88 00	34 00		
Necum Teuch	Halifax, N.S	54 60	35 00	3 00	
Neelby	Assa., East, Sask	32 62	25 00		
Neewin	Mackenzie, Sask	61 70	25 00		
Neguac	Northumberland, N.B	87 60	42 00		
Neil's Harbour	North Cape Breton & Victoria, N.S	89 00	35 00		
Neilsonville	Quebec, Q	30 00	30 00		
Nelles Corners	Haldimand, O	323 61	117 41	26 00	10 00
Nelson	Halton, O	136 72	68 00		5 00
Nelson	Lisgar, M	11 25	25 00		
Nelson Reserve	Northumberland, N.B	6 00	25 00		
Nenagh	Grey, S.R., O	19 55	25 00		
Nerepis Station	King's & Albert, N.B	114 40	48 00	5 00	5 00
Nerissa	Guysboro', N.S	3 00	25 00		
Nes	Selkirk, M	93 81	32 33		
Nesham	Humboldt, Sask	17 25	25 00		
Nestleton	Durham, O	208 74	104 00		10 00
Netherby	Welland, O	105 03	52 00		5 00

b Opened 1-8-05. *a* Closed 1-9-05; reopened 14-2-06. *c* Opened 1-5-06. **Including $20 night allowance. †Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*a*Net of Lakes	Mackenzie, Sask	17 58	14 58		
Nettly Lake	Selkirk, M	17 89	25 00		
New Acadie	King's, P.E.I	20 50	25 00		
New Albany	Annapolis, N.S	56 45	32 00	4 00	
New Alberni	Comox-Atlin, B.C	191 30	*c*96 00		5 00
New Annan	Prince, P.E.I	34 63	25 00		
New Argyle	Queen's, P.E.I	18 50	25 00		
Newark	Oxford, S.R., O	42 23	25 00		
New Armagh	Lotbinière, Q	50 18	30 00		
New Bandon	Gloucester, N.B	52 50	28 00		
Newbliss	Leeds, O	58 80	25 00		
New Boston	South Cape Breton, N.S	1 00	25 00		
Newboyne	Leeds, O	32 46	25 00		
Newbridge	Huron, E.R., O	148 95	66 00	5 00	5 00
Newburg	Carleton, N.B	12 00	25 00		
Newburg	Assa. West, Sask	26 51	25 00		
Newburg Junction	Carleton, N.B	61 16	33 00	8 66	
Newburn	Lunenburg, N.S	18 75	25 00		
New Canaan	Essex, S.R., O	151 34	72 50		5 00
New Canaan	Sunbury & Queen's, N.B	12 00	25 00		
New Canada	Lunenburg, N.S	50 00	25 00		
New Carlow	Hastings, E.R., O	25 00	25 00		
Newcastle Bridge	Sunbury & Queen's, N.B	140 80	59 00		5 00
Newcastle Creek	Sunbury & Queen's, N.B	49 20	34 00		
Newcomb	Lunenburg, N.S	20 00	25 00	8 00	
Newcomb Corner	Halifax, N.S	54 46	26 00		
New Cornwall	Lunenburg, N.S	39 06	25 00		
New Credit	Brant S.R., O	26 00	25 00		
New Cumberland	Lunenburg, N.S	8 00	25 00		
New Denmark	Victoria, N.B	65 16	38 00	3 00	
New Dominion	Queen's, P.E.I	38 50	25 00		
New Dublin	Brockville, O	56 95	32 00		
New Edinburgh	Digby, N.S	29 20	25 00		
Newellton	Shelburne & Queen's, N.S	101 00	40 00		
New Elm	Lunenburg, N.S	4 00	25 00		
New Erin	Huntingdon, Q	38 44	33 00		
New Finland	Assa. East, Sask	33 97	28 00		
New Flos	Simcoe, N.R., O	71 08	50 00		5 00
New France	Antigonishe, N.S	5 00	25 00		
New Gairloch	Pictou, N.S	18 50	25 00		
New Grafton	Shelburne & Queen's, N.S	47 98	25 00		
New Harbour	Guysborough, N.S	21 10	25 00	5 00	
New HarbourOuest	Guysborough, N.S	66 83	25 00		
New Harmony	King's, P.E.I	2 50	25 00		
New Harris	North Cape Breton & Victoria, N.S	10 50	25 00		
New Harris Forks	North Cape Breton & Victoria, N.S	11 00	25 00	3 00	
New Hastings	Assa. East, Sask	2 00	25 00		
New Haven	Queen's, P.E.I	68 25	28 00	10 00	
New Haven	North Cape Breton & Victoria, N.S	52 00	25 00		
*b*New Hillsdale	Sask., Sask	13 00	4 16		
Newholm	Muskoka, O	22 75	25 00		
New Holstein	Qu'Appelle, Sask	6 25	25 00		
New Horton	King's & Albert, N.B	20 00	25 00		
New Ireland	Mégantic, Q	26 26	25 00	6 00	
New Jersey	Northumberland, N.B	35 00	42 00		

a Opened 1-12-05. *b* Opened 1-5-06. *c* Including $30 night allowance of which $10 is arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
New Jerusalem	Sunbury & Queen's..N.B	65 96	25 00	.....	.....
New London	Queen's .....P.E.I	118 38	54 00	5 00	5 00
New Lunnon	Edmonton.....Alta	31 05	25 00	.....	.....
Newmanville	Grenville.....O	12 00	25 00	.....	.....
New Market	York .....N.B	11 00	25 00	.....	.....
New Maryland	York.....N.B	2 00	25 00	.....	.....
New Mexico	Compton.....Q	21 45	25 00	.....	.....
New Minas	King's.....N.S	90 01	42 00	.....	.....
a New Ottawa	Sask.....Sask	59 89	21 39	.....	.....
New Oxley	Alta.....Alta	21 10	25 00	.....	.....
New Park	Durham.....O	28 92	25 00	.....	.....
New Perth	King's.....P.E.I	52 00	28 00	.....	.....
New Perth West	King's .....P.E.I	58 23	25 00	.....	.....
Newport	Brantford.....O	12 00	25 00	.....	.....
Newport	Gaspé.....Q	127 40	*86 00	.....	5 00
Newport	King's.....P.E.I	35 00	25 00	.....	.....
Newport Corner	Hants.....N.S	45 00	25 00	.....	.....
Newport Station	Hants.....N.S	196 43	90 00	160 00	5 00
New Richmond Centre	Bonaventure.....Q	34 20	25 00	.....	.....
New River Mills	Charlotte.....N.B	29 96	25 00	.....	.....
New Rockland	Richmond & Wolfe....Q	60 25	38 00	.....	.....
New Ross	Dundas.....O	7 48	25 00	.....	.....
New Ross Road	King's .....N.S	21 00	25 00	.....	.....
Newry	Perth, NR.....O	120 60	70 00	.....	5 00
New Salem	Cumberland.....N.S	97 58	42 00	.....	.....
New Sarepta	Strathcona.....Alta	27 88	25 00	.....	.....
New Sarum	Elgin, E.R.....O	141 00	56 00	.....	2 50
New Scotland	Westmoreland.....N.B	9 00	25 00	.....	.....
c New Sydenham	Macdonald.....M	13 75	12 50	.....	.....
Newton	Prince.....P.E.I	10 00	25 00	.....	.....
Newton Cross	Queen's.....P.E.I	31 21	25 00	.....	.....
Newton Mills	Colchester.....N.S	101 00	40 00	.....	.....
Newtonville	King's.....N.S	21 00	25 00	.....	.....
New Town	Guysborough .....N.S	49 98	25 00	.....	.....
New Town	King's & Albert.....N.B	115 84	60 00	3 00	5 00
New Tusket	Digby.....N.S	74 75	25 00	.....	.....
New Victoria	South Cape Breton..N.S	27 71	25 00	.....	.....
Newville	Cumberland.....N.S	141 23	62 00	.....	5 00
New Warren	Qu'Appelle.....Sask	52 00	25 00	.....	.....
New Wiltshire	Queen's.....P.E.I	131 93	54 00	18 00	5 00
New Yarmouth	Cumberland.....N.S	6 00	25 00	.....	.....
New Zealand	King's..... P.E.I	18 00	25 00	.....	.....
New Zion	Sunbury & Queen's..N.B	24 21	25 00	.....	.....
b Nichaban	Pontiac ..... Q	36 00	15 62	.....	.....
Nicholsville	King's.....N.S	18 50	25 00	.....	.....
Nicolet Falls	Richmond & Wolfe....Q	54 74	38 00	.....	.....
Nicolston	Simcoe, S.R.....O	48 25	25 00	.....	.....
Nicomekl	New Westminster..B.C	46 00	30 00	.....	.....
Nicomin	New Westminster..B.C	139 95	60 00	.....	.....
Nictau	Victoria .....N.B	63 20	27 50	.....	.....
Nictaux South	Annapolis.....N.S	14 55	25 00	.....	.....
Nictaux West	Annapolis.....N.S	23 75	25 00	.....	.....
Nigado	Gloucester.....N.B	41 00	30 00	.....	.....
Nile	Huron, W.R.....O	125 99	52 00	.....	5 00
Nilestown	Middlesex, E.R. .....O	100 52	55 00	2 25	.....
Nine Mile Creek	Queen's.....P.E.I	13 25	25 00	.....	.....
Nine Mile River	Hants.....N.S	50 99	30 00	.....	.....
Nipissing Junction	Nipissing.....O	95 12	32 00	3 00	.....

a Opened 15-9-05. *b* Opened 15-11-05. *c* Opened 1-1-06. * Including $20 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Nithburg	Perth, N.R.—O	54 07	25 00		
Niverville	Provencher—M	235 12	120 00		10 00
Nixon	Norfolk—O	102 27	68 00		5 00
Nixon	King's & Albert—N.B	17 91	25 00		
Nober	Norfolk—O	135 62	52 00		5 00
Noel Road	Hants—N.S	16 23	25 00		
Noel Shore	Hants—N.S	53 81	27 50		
Noelton	Calgary—Alta	62 89	25 00		
b Nogies Creek	Peterboro—O	25 50	16 67		
d Nolalu	Thunder Bay and Rainy River—O	60 32	25 00		
Norborough	Prince—P.E.I	32 48	25 00		
Norden	Humboldt—Sask	5 00	25 00		
Nordin	Northumberland—N.B	84 00	25 00		
Norgate	Dauphin—M	33 18	25 00		
Norham	Northumberland, E.R.—O	174 75	78 00		5 00
Normandale	Norfolk—O	62 00	30 00		
§ Normandin North	Chicoutimi & Saguenay—Q	10 00	2 08		
c Norquay	Macdonald—M	6 25	8 33		
Norris Lake	Selkirk—M	6 85	25 00		
North Ainslie	Inverness—N.S	18 75	25 00		
North Alton	King's—N.S	19 00	25 00		
Northam	Prince—P.E.I	80 65	46 00	4 00	5 00
Northampton	Carleton—N.B	20 00	25 00		
North Beaver Bank	Halifax—N.S	15 25	25 00		
North Bedeque	Prince—P.E.I	44 49	25 00		
North Branch	Russell—O	13 00	25 00		
North Brook	Lennox & Addington—O	145 11	72 50		5 00
North Bruce	Bruce, N.R.—O	115 10	*64 00	5 00	5 00
North Buxton	Kent, W.R.—O	75 79	45 00		2 50
North Carleton	Prince—P.E.I	19 97	25 00		
North Claremont	Ontario, S.R.—O	100 17	25 00		
North Clarendon	Pontiac—Q	34 58	25 00		
North Corner	King's—N.S	31 00	25 00		
Northcote	Renfrew, S.R.—O	120 87	44 00		
North Earltown	Colchester—N.S	32 25	25 00		
North East Harbour	Shelburne & Queen's—N.S	142 85	63 00	4 00	5 00
North East Margaree	Inverness—N.S	146 88	62 00	24 00	5 00
North Esk Boom	Northumberland—N.B	11 00	25 00		
Northfield	Stormont—O	45 46	30 00		
Northfield	Sunbury & Queen's—N.B	13 25	25 00		
Northfield	Lunenburg—N.S	47 75	26 00		
Northfield, Queen's	Shelburne & Queen's—N.S	37 50	25 00		
Northfield	Nanaimo—B.C	113 48	54 00		
Northfield Centre	Brant—O	55 20	30 00		
Northfield Farm	Wright—Q	36 65	25 00		
Northfield Station	Stormont—O	123 79	40 00		
North Forks of Salmon Creek	Sunbury & Queen's—N.B	14 00	25 00		
North Framboise	Richmond—N.S	24 93	25 00		
North Georgetown	Châteauguay—Q	38 80	28 00		
North Glanford	Wentworth—O	95 77	40 00		
North Gore	Argenteuil—Q	30 15	25 00		
North Grant	Antigonishe—N.S	15 00	25 00		
North Greenville	Cumberland—N.S	25 75	25 00		
North Gut, St. Anne	North Cape Breton and Victoria—N.S	11 70	25 00		
North Harbour, Cape North	North Cape Breton and Victoria—N.S	16 00	†28 34		

b Opened 1-11-05. *c* Closed 1-11-05. *d* Late Eccles Glen. * Including $12 night allowance.
† Including $3.34 night allowance. § Opened 1-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North Highlands	Inverness N.S	14 00	25 00		
North Hill	Compton Q	25 00	25 00		
North Intervale	Guysborough N.S	15 70	25 00		
North Kemptville	Yarmouth N.S	55 82	25 00		
North Keppel	Grey, N.R. O	107 78	40 00		
North Kingston	King's N.S	65 25	28 00	3 00	
North Lake	King's P.E.I	18 35	25 00		
North Lake	York N.B	86 20	36 00		
North Low	Wright Q	43 64	25 00		
North Lunenburg	Stormont O	103 40	52 00		5 00
b North Malden	Essex, S.R. O	47 00	15 82		
North Mara	Ontario, N.R. O	16 50	25 00		
North Middleboro	Cumberland N.S	30 92	25 00		
North Milton	Queen's P.E.I	14 00	25 00		
North Montague	Lanark, S.R. O	30 00	25 00		
North Mountain	Dundas O	35 05	25 00		
North Mountain	King's N.S	4 00	25 00		
North Onslow	Pontiac Q	47 15	26 00		
North Osgoode	Russell O	22 00	25 00		
North Pelham	Welland O	121 47	66 00		5 00
North Pinnacle	Missisquoi Q	44 40	25 00		
North Port	Prince Edward O	177 50	86 00		5 00
North Range Corner	Digby N.S	81 08	32 00	6 00	
North Renous	Northumberland N.B	25 96	25 00		
North Rideau	Carleton O	34 00	25 00		
North Ridge	Essex, S.R. O	67 34	40 00		
North River	Queen's P.E.I	45 00	32 00	5 00	
North River	Colchester N.S	73 48	30 00		
North River Bridge	North Cape Breton and Victoria N.S	100 20	*c* 62 00	3 00	5 00
North River Centre	North Cape Breton and Victoria N.S	30 86	*c* 31 00		
Northrup	King's & Albert N.B	21 00	25 00		
North Rustico	Queen's P.E.I	92 60	40 00		
North St. Eleanors	Prince P.E.I	34 25	25 00		
North Saanich	Nanaimo B.C	21 60	25 00		
North Salem	Hants N.S		25 00		
North Seneca	Haldimand O	0 25	25 00		
North Seguin	Parry Sound O	34 18	30 00		
North Shore	Cumberland N.S	26 45	25 00		
North Shore	North Cape Breton and Victoria N.S	14 00	25 00		
North Shore of St. Margaret Bay	Halifax N.S	57 44	50 00		
North Springfield	Annapolis N.S	101 58	42 00		
North Stanbridge	Missisquoi Q	144 90	50 00		5 00
North Stoke	Richmond & Wolfe Q	18 75	25 00		
North Stukely	Shefford Q	306 00	100 00		10 00
North Sutton	Brome Q	15 10	25 00		
North Tay	York N.B	25 00	25 00		
North Tryon	Prince P.E.I	149 10	60 00		5 00
North Valley	Stormont O	11 00	25 00		
Northview	Victoria N.B	26 34	25 00		
Northville	King's N.S	5 00	25 00		
North Wallace	Cumberland N.S	21 00	25 00		
North West	Lunenburg N.S	13 00	25 00		
North West Arm	South Cape Breton N.S	28 50	25 00	10 00	
North West Bridge	Northumberland N.B	60 00	48 00		5 00
North West Cove	Lunenburg N.S	19 89	25 00		

b Opened 13-11-05. *c* Including $6 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North West Harbour	Shelburne & Queen's.N.S	41 71	25 00	.....	.....
North Winchester	Dundas ..... O	48 71	25 00	.....	.....
North Wolfestown	Richmond & Wolfe....Q	11 17	25 00	.....	.....
Northwood	Kent, W.R .....O	179 21	64 00	.....	5 00
Norton Creek	Châteauguay .....Q	48 00	28 00	.....	.....
Norton Dale	York.....N.B	29 69	25 00	2 25	.....
Nortonville	Peel .....O	15 00	25 00	.....	.....
Norway	York, S.R .....O	311 15	50 00	.....	5 00
*d*Norway Bay	Pontiac .....Q	26 15	25 00	.....	.....
Norway House	Keewatin	150 00	28 00	.....	.....
Norwood	Yarmouth.....N.S	43 00	25 00	.....	.....
Notre Dame	Kent..... N.B	126 04	62 00	5 00	5 00
Notre Dame de l'Ile Verte	Témiscouata.....Q	24 25	25 00	.....	.....
Notre Dame de la Merci	Montcalm .....Q	26 50	25 00	.....	.....
Notre Dame de la Paix	Labelle. .....Q	130 11	38 00	.....	.....
Notre Dame de Rimouski	Rimouski.....Q	135 07	68 00	.....	5 00
b Notre Dame de Savoie	Compton..... Q	31 10	14 58	.....	.....
Notre Dame du Lac	Nipissing.....O	11 25	25 00	.....	.....
Notre Dame du Pont Main	Labelle . ..... Q	30 50	25 00	.....	.....
Notre Dame du Portage	Témiscouata .....Q	143 78	*100 00	.....	5 00
Notre Dame du Rosaire	Montmagny .....Q	92 21	40 00	.....	.....
Nouvelle	Bonaventure .....Q	97 35	59 00	.....	2 50
Noyan	Missisquoi .....Q	159 45	68 00	.....	5 00
Nudell Bush	Dundas. .....O	16 10	25 00	.....	.....
Nuttby	Colchester .....N.S	15 99	25 00	.....	.....
Nutt's Corners	Missisquoi.....Q	40 25	27 50	.....	.....
Nyanza	North Cape Breton and Victoria... .....N.S	78 00	**52 00	.....	.....
OAK BANK	Selkirk.....M	187 30	74 00	3 00	5 00
Oak Bay	Charlotte.....N.B	181 00	72 00	3 00	5 00
Oak Bay Mills	Bonaventure .....Q	113 40	50 00	.....	5 00
Oak Bluff	Macdonald .....M	41 52	25 00	.....	.....
b Oakbrae	Dauphin .. . . M	15 87	14 58	.....	.....
Oakburn	Marquette.....M	86 25	25 00	.....	.....
Oakdale	Lambton, W.R.....O	154 21	58 00	.....	5 00
Oakfield	Halifax .....N.S	97 00	51 50	.....	5 00
Oak Grove	Renfrew. S.R .....O	90 00	46 00	6 00	2 50
Oakham	Sunbury & Queen's..N.B	44 98	25 00	.....	.....
Oak Hammock	Selkirk.....M	5 00	25 00	.....	.....
Oak Heights	Northumberland, W.R.O	54 00	32 00	.....	.....
Oakhill	Victoria & Haliburton.O	6 00	25 00	.....	.....
Oakhill	Charlotte .....N.B	42 00	25 00	3 00	.....
Oak Lake	Peterborough, E.R....O	15 25	25 00	.....	.....
Oakland	Lunenburg.....N.S	12 00	25 00	.....	.....
Oakland	Carleton.....N.B	12 25	25 00	.....	.....
Oakland	Portage la Prairie.....M	85 00	35 00	.....	.....
Oak Leaf	Leeds.....O	46 00	25 00	.....	.....
Oakley	Assa. East .....Sask	14 19	25 00	.....	.....
Oaknook	Dauphin.....M	7 20	25 00	.....	.....
Oak Park	Shelburne & Queen's.N.S	28 00	25 00	.....	.....
Oak Point	Macdonald ... .M	196 05	25 00	31 95	.....
Oak Ridges	York, N.R.....O	79 75	34 00	.....	.....
Oakville	Carleton ....N.B	25 00	25 00	.....	.....
Oates	Frontenac.....O	25 13	25 00	.....	.....
Oban	Richmond.....N.S	17 25	25 00	.....	.....

b Opened 1-12-05. *d* Summer office. * Including special summer allowance of $20. ** Including $16 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Oceanic	Comox Atlin B.C	38 50	25 00		
O'Connell	Ontario, N.R O	72 10	25 00		
O'Connor	Thunder Bay and Rainy River O	11 69	25 00		
Oconto	Frontenac O	39 00	25 00		
Odell	Middlesex, E.R. O	30 00	30 50		
Odelltown	St. John & Iberville Q	*	12 50		
Odin	Colchester N.S	25 00	25 00		
O'Farrell	Dorchester Q	26 00	25 00		
Ogden	Guysborough N.S	30 30	25 00		
Ogdensburg	Argenteuil Q	42 50	25 00		
Ogilvie	King's N.S	4 00	25 00		
Ogilvie's	King's & Albert N.B	15 75	25 00		
Ogilvie Station	Portage la Prairie M	112 12	48 00		
Olhaton	Alta	†12 00			
Ohio	Antigonishe N.S	25 00	25 00		
Ohlen	Assa. East Sask	49 20	54 00		2 50
c Ohrnville	Strathcona Alta	10 08	8 33		
Oil City	Alta Alta	60 00	25 00		
Ojibwa	Essex, N.R C	110 00	48 00		5 00
Oka	Two Mountains Q	330 68	128 00	7 00	10 00
Okanagon	Yale & Cariboo B.C	20 00	25 00		
Okanagon Falls	Yale & Cariboo B.C	80 96	42 00		
Okanagon Landing	Yale & Cariboo B.C	264 55	70 50		5 00
a Okanagon Mission	Yale & Cariboo B.C	7 36	28 79		2 08
Olalla	Yale & Cariboo B.C	166 86	54 00		5 00
Oldcastle	Essex, N.R O	43 25	25 00		
Old Chelsea	Wright Q	95 47	50 00		5 00
*Old Fort Bay	Chicoutimi & Saguenay Q	10 00	4 16		
Oldham	Halifax N.S	102 90	50 00		5 00
Old Harry	Gaspé Q	29 14	25 00		
Old Lake Road	Témiscouata Q	96 40	38 00		
O'Leary Road	Prince P.E.I	17 00	25 00		
Olinville	Sunbury & Queen's N.B	29 66	25 00		
Oliphant	Bruce, N.R O	34 06	25 00		
Olive	Macdonald M	10 03	25 00		
Oliver	Middlesex, E.R. O	34 84	25 00		
Oliver	Stanstead Q	123 59	48 00		5 00
Oliver	Colchester N.S	33 45	25 00		
Olivet	Wellington, N.R O	159 20	68 00		5 00
Olscamp	Champlain Q		25 00		
Olsen Creek	Alta Alta	14 00	25 00		
Ompah	Frontenac O	123 02	70 00		
Oneida	Haldimand O	17 00	25 00		
O'Neil	Westmoreland N.B	14 00	25 00		
O'Neil's Corners	Huntingdon Q	19 75	25 00		
Onion Lake	Edmonton Sask	92 61	45 00	3 00	5 00
Onaway	Edmonton Alta	48 50	25 00		
Onslow Mountain	Colchester N.S	7 00	25 00		
Onslow Station	Colchester N.S	112 50	57 00		5 00
Opawaka	Lisgar M	6 25	25 00		
Ophir	Algoma, W.R O	38 60	32 50	3 00	
b Orange Ridge	Dauphin M		14 00		
Orange Valley	Parry Sound O	11 00	25 00		
Oranmore	Parry Sound O	26 25	25 00		
Orcadia	Mackenzie. Sask	55 50	25 00		
Oregon Glen	North Cape Breton and Victoria N.S	5 00	25 00		

a Closed 27-11-05 *b* Closed 1-1-06. *c* Opened 1-3-06. *Opened 1-5-06. †Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*Orchard Beach	York, N.R.	90 10	30 00		
Orford Centre	Sherbrooke	31 00	25 00		
Oriel	Oxford, S.R.	32 02	25 00		
Orient	Russell	40 96	25 00		
Orkney	Wentworth	79 50	42 00		
Orland	Northumberland, E.R.	97 71	62 00		5 00
Orleans	Russell	163 98	82 00	7 00	5 00
Ormond	Dundas	188 50	81 00		5 00
Ormsby	Hastings, E.R.	193 40	90 00	3 00	10 00
Ormstown Station	Châteauguay	177 50	70 00		5 00
Oro Station	Simcoe, N.R.	118 85	62 00		5 00
Orr Lake	Simcoe, E.R.	58 30	34 00		
Orrwold	Marquette	43 64	25 00	3 00	
Ortonville	Victoria	35 50	25 00		
Orwell	Queen's	110 48	64 00	44 00	5 00
Orwell Cove	Queen's	56 20	25 00		
Osaca	Durham	32 50	25 00		
Osborne	Lambton, W.R.	75 00	30 00		
Osman	Middlesex, W.R	24 19	25 00		
Oso Station	Frontenac	98 31	40 00		
Ospringe	Wellington, S.R.	167 65	90 00		7 50
Ossa	Qu'Appelle	25 31	25 00		
Ossian	Lambton, W.R	22 48	25 00		
Ostrander	Oxford, S.R.	106 43	39 00		
Ostrea Lake	Halifax	28 94	25 00		
O'Sullivan's Corners	York, S R	67 08	44 00		
Oswald	Macdonald	88 65	44 00		5 00
Otis	Chicoutimi & Saguenay	15 28	25 00		
Ottawa Brook	North Cape Breton and Victoria	19 50	25 00		
Ottawa sub-office No. 10	City of Ottawa	§	§		
Ottawa South	Carleton	305 97	178 84		2 50
Ottawa West	Carleton	36 00	25 00		
Otter	New Westminster	51 10	25 00		
Otter Brook	Colchester	60 40	32 00		
Otter Creek	Hastings, E.R.	17 48	25 00		
Otterburne	Provencher	189 33	82 00		5 00
Otter Point	Nanaimo	32 88	25 00		
Otthon	Assa. East	25 00	25 00		
Otto	Dauphin	71 92	28 00		
Ouiatchouan	Chicoutimi & Saguenay	95 67	60 00		5 00
Ouimet	Thunder Bay & Rainy River	92 12	25 00	*b*8 54	
Oungah	Kent, W.R.	36 00	27 50		
Oustic	Wellington, S.R	77 65	40 00		
Outlet	Leeds	35 00	25 00		
Outram	Annapolis	18 00	25 00		
Outremont Junction	Jacques Cartier	158 30	50 00		5 00
Ouvry	Kent, W.R.	126 31	54 00		5 00
a Ovenstown	Sask.	54 37	16 67		
Overton	Lennox & Addington	25 00	25 00		
Overton	Yarmouth	24 30	25 00		
Owl's Head Harbour	Halifax	48 21	30 00		
Oxbow	Victoria	26 12	25 00		
Oxenden	Grey, N.R.	175 00	58 00	5 00	5 00
Oxford Centre	Oxford, S.R.	77 83	28 00		
Oxford Junction	Cumberland	144 75	70 00		5 00

a Opened 1-11-05. *b* Including 54c. arrears forward. § For Revenue, etc., *see* Appendix C, Ottawa sub-offices, etc. *Sumner office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Oxford Station	Grenville.....O	71 32	34 00		
Oxley	Essex, S.R.....O	160 10	58 00		5 00
Oxmead	Grey, N.R.....O	25 00	25 00		
* Oyama	Yale & Cariboo.....B.C	20 00	4 16		
Oyster Bed Bridge	Queen's.....P.E.I	84 73	28 00		
Oyster Ponds	Guysborough.....N.S	41 00	25 00		
[d] Painchaud	Megantic.....Q		6 25		
Painsec	Westmoreland.....N.B	22 00	25 00		
Painswick	Simcoe, S.R.....O	133 50	52 00		5 00
Pakan	Edmonton.....Alta	137 92	60 00	3 00	5 00
Palmer Rapids	Renfrew, S.R.....O	169 35	76 00	6 00	5 00
Palmer Road	Prince.....P.E.I	19 44	25 00		
[b] Pana	Russell.....O	47 90	13 58		
Panet	Montmagny.....Q	17 95	25 00		
Panmure	Carleton.....O	90 92	38 00		
Paquette Station	Essex, N.R.....O	41 10	25 00		
Paquetville	Gloucester.....N.B	85 35	25 00		
Paradis	Lotbinière.....Q	25 05	25 00		
Parc Lafontaine (sub)	Maisonneuve.....Q	§	§		
Parc Laval	Laval.....Q	40 64	26 00		
Paré	Portneuf.....Q	88 00	44 00		
Parents	Victoria.....N.B	57 00	25 00		
Parham	Frontenac.....O	236 10	98 00	9 00	10 00
Parisville	Lotbinière.....Q	83 25	38 00		
Park	Sask.....Sask	70 00	100 00		
Park Avenue (sub office)	St. Lawrence.....Q	§	§		
Parkbeg	Assa. West.....Sask	126 15	50 00		5 00
Park Corner	Queen's.....P.E.I	47 83	25 00		
Parkdale	Lunenburg.....N.S	50 00	25 00		
Parkdale	Selkirk.....M	23 94	25 00		
Parker	Wellington, N.R.....O	109 62	60 00		5 00
Parker Road	King's.....N.S	8 50	25 00		
Parker's Cove	Annapolis.....N.S	47 00	25 00		
Parker's Ridge	York.....N.B	43 55	25 00		
Park Head	Bruce, N.R.....O	121 50	68 00		5 00
Parkhouse	Hastings, E.R.....O	27 75	25 00		
Parkhurst	Lotbinière.....Q	72 70	34 00	22 00	
Parkin	Assa. East.....Sask	25 30	25 00		
Parkindale	King's & Albert.....N.B	63 29	25 00		
Parkinson	Algoma, E.R.....O	35 45	25 00		
Park's Creek	Lunenburg.....N.S	108 44	46 00		5 00
[c] Parkside	Sask.....Sask	34 08	8 33		
Parksville	Comox-Atlin.....B.C	89 18	30 00	5 00	
Parlee Settlement	King's & Albert.....N.B	16 00	25 00		
Parma	Lennox & Addington.....O	58 88	32 00	7 00	
Parrsboro' Shore	Cumberland.....N.S	48 48	25 00		
Partridge Hill	Edmonton.....Alta	24 90	25 00		
Passekeag	King's & Albert.....N.B	38 18	25 00		
Pasqua	Assa. West.....Sask	234 01	88 00	4 00	5 00
[a] Paswegin	Humboldt.....Sask	83 37	16 67		
Paterson	Kootenay.....B.C	32 50	30 00		
Patience	Strathcona.....Alta	25 25	25 00		
Patterson Settlement	Sunbury & Queen's.....N.B	18 75	25 00		
Patton	Algoma, E.R.....O	31 65	25 00		

[a] Opened 1-11-05. [b] Opened 15-12-05. [c] Opened 1-3-06. [d] Closed 1-10-05. * Opened 1-5-06.
For Revenue, etc., *see* Appendix C, under Montreal sub-offices, etc.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Paudash	Victoria & Haliburton	O	5 00	25 00		
Pauline	Rouville	Q	42 45	32 50		
Paulson	Yale & Cariboo	B.C	110 25	64 00		5 00
Pavilion	Yale & Cariboo	B.C	79 27	25 00		
Paynton	Sask.	Sask	147 07	25 00		
Peabody	Grey, S.R.	O	37 00	30 00		
a Peace River Crossing		Athabaska	32 37	20 83	3 54	
Peacock	Humboldt	Sask	102 33	25 00		
Pearceley	Parry Sound	O	25 00	25 00		
Pearceton	Missisquoi	Q	79 99	27 50		
Peardonville	New Westminster	B.C	23 73	25 00		
b Pearl Lake	Quebec	Q	2 00	6 25		
Pearl Park	Assa. East	Sask	32 85	25 00		
Pearsonville	King's & Albert	N.B	16 00	25 00		
Peas Brook	Guysborough	N.S	18 25	* 31 00		
Pechet	Qu'Appelle	Sask	**6 00			
Peebles	Oxford, S.R.	O	23 00	25 00		
Peel	Carleton	N.B	140 58	74 00	32 00	5 00
Peepabun	Dufferin	O	4 00	25 00		
Pefferlaw	York, N.R.	O	202 20	68 00		5 00
Peggy's Cove	Halifax	N.S	19 00	25 00		
Pekisko	Alta.	Alta	87 65	43 00		
Pelee Island, South	Essex, S.R.	O	32 00	26 50		
Pelham Centre	Welland	O	170 30	100 00		7 50
Pelham Union	Welland	O	18 25	25 00		
Pelletier Mills	Victoria.	N.B	46 25	25 00		
Pelly		Yukon District	20 00	†		
d Pembina	Edmonton	Alta	6 00	2 08		
Pembroke	Hants	N.S	77 01	46 00		5 00
Pembroke	Carleton	N.B	11 00	25 00		
Pembroke Shore	Yarmouth	N.S	27 50	25 00		
Pemberton Meadows	Yale & Cariboo	B.C	20 00	25 00		
c Penasa	Lisgar	M	6 23	10 41		
Pendennis	Brandon	M	177 45	56 00		5 00
Pender Island	Nanaimo	B.C	134 70	44 00		
Pengarth	Assa. West	Sask	53 19	25 00	‡12 50	
Peniac	York	N.B	54 82	25 00		
Peninsula Gaspé	Gaspé	Q	82 00	50 00		
§ Peninsular Park	Simcoe, S.R.	O		0 80		
Pennant	Halifax	N.S	10 00	25 00		
Pennfield	Charlotte	N.B	77 70	30 00		
Pennfield Centre	Charlotte	N.B	51 15	28 50		
Pennfield Ridge	Charlotte.	N.B	90 00	44 00	46 00	5 00
Penrith	Brandon	M	16 88	25 00		
Penryn	Northumberland, E.R.	O	9 00	25 00		
Pense	Assa. West.	Sask	1,495 60	388 00	16 00	75 00
Pentecost River	Chicoutimi & Saguenay.	Q	137 07	62 00	3 00	5 00
Pentland	Wellington, S.R.	O	8 25	25 00		
Penville	Simcoe, S.R.	O	58 68	30 00		
Perch Station	Lambton, W.R.	O	27 98	25 00		
Percival	Assa. East	Sask	70 00	40 00		
Percy	Assa. East	Sask	28 25	27 50		
Peribonca	Chicoutimi & Saguenay.	Q	150 40	58 00		5 00
Perivale	Algoma, E.R.	O	24 76	25 00		
Perkins	Wright	Q	195 68	94 00		10 00
Perley	Assa. East	Sask	39 20	25 00		

† Salary, &c., entered in Auditor General's Report. § Summer office. *a* Opened 1-9-05. *b* Closed 15-11-05. *c* Closed 1-12-05. *d* Opened 1-6-06. * Including $6 night allowance. ‡ Including $3.50 arrears forward allowance. ** Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Perley Depot	Pontiac, Q	55 50	16 00		5 00
Perm	Dufferin, O	86 21	58 00		5 00
Perrault	Renfrew, S.R, O	22 00	25 00		
Perretton	Renfrew, N.R, O	21 86	25 00		
Perott Settlement	Annapolis, N.S	7 00	25 00		
Perryboro'	Compton, Q	20 25	25 00		
Perry Settlement	King's & Albert, N.B	11 00	25 00		
Perry Station	Welland, O	140 98	58 00		5 00
Perry s Point	King's & Albert, N.B	68 11	43 00		2 50
Perrytown	Durham, O	62 19	27 50		
Perryville	Sunbury & Queen's, N.B	12 00	25 00		
Perth Road	Frontenac, O	173 90	72 00	5 00	5 00
Perthuis	Portneuf, Q	52 70	*a* 30 00		
Petawawa	Renfrew, N.R, O	185 95	48 00		5 00
Peter's Brook	North Cape Breton and Victoria, N.S	13 98	25 00		
Petersburg	Waterloo, S.R, O	123 15	90 00	64 00	10 00
Peter's Mills	Kent, N.B	19 00	25 00		
Petersen	Victoria, N.B	8 00	25 00		
Peterson's Corners	Victoria & Haliburton, O	5 00	25 00	1 28	
Peter's Road	King's, P.E.I	115 38	46 00		2 50
Petersville	Sunbury & Queen's, N.B	29 08	25 00		
Petersville Church	Sunbury & Queen's, N.B	29 71	25 00		
Peterville	Prince, P.E.I	11 00	25 00		
Petherton	Wellington, N.R, O	65 25	38 00		
Petit Bonaventure	Bonaventure, Q	46 35	25 00		
Petit Brûlé	Two Mountains, Q	49 75	25 00		
Petit Cap	Gaspé, Q	18 50	*b* 37 00		
Petite Côte Ste. Rose	Laval, Q	5 00	25 00		
Petite de Grat Bridge	Richmond, N.S	67 29	25 00		
Petite Lamèque	Gloucester, N.B	50 00	25 00		
Petite Magdeleine	Gaspé, Q	34 51	*c* 41 25		
Petite Mascouche	Terrebonne, Q	29 13	25 00		
Petite Matane	Rimouski, Q	116 39	*b* 76 00		5 00
Petite Peribonca	Chicoutimi & Saguenay, Q	44 70	30 00	12 00	
Petite Rivière	Two Mountains, Q	24 65	25 00		
Petite Rivière au Renard	Gaspé, Q	17 25	25 00		
Petite Rivière aux Sables	Chicoutimi & Saguenay, Q	11 00	25 00		
Petit Saguenay	Chicoutimi & Saguenay, Q	17 00	25 00	3 00	
Petite Vallée	Gaspé, Q	24 14	25 00		
Petit Village	Beauce, Q	32 53	8 00		
Petits Méchins	Rimouski, Q	29 00	*31 00		
Petpeswick Harbour	Halifax, N.S	29 23	25 00		
Petrel	Portage la Prairie, M	153 28	52 00		5 00
Pettapiece	Marquette, M	248 95	90 00		10 00
Pettigrew Settlement	Cumberland, N.S	27 98	25 00		
Petworth	Frontenac, O	29 94	25 00		
Pevensey	Parry Sound, O	20 25	25 00		
Peveril	Vaudreuil, Q	61 98	30 00		
Pheasant Forks	Qu'Appelle, Sask	146 03	117 50	†5 29	12 50
Phillipsburg West	Waterloo, S.R, O	207 60	70 00		5 00
Phillipston	Hastings, E.R, O	27 94	25 00		
Phinney Cove	Annapolis, N.S	19 25	25 00		
Piastre Bay	Chicoutimi & Saguenay, Q		25 00		
Piccadilly	King's & Albert, N.B	3 00	25 00		
Pictou Island	Pictou, N.S	18 04	25 00		
Pictou Landing	Pictou, N.S	121 34	64 00	3 00	5 00

a Including $2 night allowance. *b* Including $12 night allowance. *c* Including $11.25 night allowance. *Including $6 night allowance. † Including 29c. arrears forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pictou Road	Guysborough N.S	8 00	25 00		
Pidgeon	Mégantic Q	12 75	25 00		
Piedmont	Terrebonne Q	63 50	38 00		
Piedmont Valley	Pictou N.S	48 75	25 00		
Piercemont	Carleton N.B	18 75	25 00		
Pierreville Mills	Yamaska Q	169 00	90 00		10 00
Pigeon Bluff	Selkirk M	10 00	25 00		
Pigeon Hill	Gloucester N.B	20 71	25 00		
Pigeon Hill	Missisquoi Q	62 20	30 00		
Pigeon Lake	Macdonald M	57 71	40 00		
Pike Bay	Bruce, N.R O	54 20	30 00		
Pike Creek	Essex, N.R O	27 95	25 00		
Pike River	Missisquoi Q	129 35	54 00		5 00
a Pilette Corners	Essex, N.R O	6 00	4 16		
Pilot Butte	Assa. West Sask	160 53	44 00		5 00
Pincourt	Terrebonne Q	27 00	25 00		
Pine	Algoma, E.R O	142 25	52 00		5 00
Pine Dale	Ontario, N.R O	26 80	25 00		
Pine Grove	York, C.R O	90 96	38 00		
Pine Hill	Argenteuil Q	23 00	25 00	3 00	
Pinehurst	Kent, W.R O	12 06	25 00		
Pine Lake	Strathcona Alta	308 80	95 00		10 00
Pinelands	Muskoka O	53 00	25 00		
Pine Orchard	York, N.R O	56 00	28 00		
Pine Ridge	Kent N.B	51 17	30 00	5 00	
Pine Ridge	Selkirk M	20 77	25 00		
Pine River	Bruce, S.R O	101 10	46 00		5 00
Pine River Station	Dauphin M	118 94	*47 18		
Pinette	Queen's P.E.I	26 25	25 00		
Pine Tree	Pictou N.S	26 00	25 00		
Pinevale	Antigonishe N.S	7 00	25 00		
Pine Valley	Renfrew, N.R O	31 73	25 00		
Pine Valley	Provencher M	101 37	39 00		2 50
Pine Wood	Thunder Bay & Rainy-River O	290 62	*b*154 67		15 00
Pinkney's Point	Yarmouth N.S	30 16	25 00		
Pinnacle	Richmond & Wolfe Q	38 23	25 00		
Pintendre	Lévis Q	72 65	30 00		
a Pinto	Assa. East. Sask	18 00	4 16		
Pioneer	Carleton N.B	20 50	25 00		
Piopolis	Compton Q	87 12	*c*52 00	7 00	
Piper Glen	Inverness N.S	25 18	25 00		
Piper's Cove	North Cape Breton and Victoria N.S	6 00	25 00		
Piperville	Russell O	55 54	25 00		
Pisquid	Queen's P.E.I	12 98	25 00		
Pitcher's Farm	Antigonishe N.S	14 00	25 00		
Pitt's Ferry	Frontenac O	35 79	25 00		
Pittston	Grenville O	198 89	75 00		5 00
Piusville Station	Prince P.E.I	58 16	25 00	3 00	
Plainfield	Hastings, E.R O	120 00	59 00		5 00
Plainfield	Pictou N.S	31 00	25 00		
Plain View	Qu'Appelle Sask	41 87	25 00		
Plainville	Northumberland, W.R O	103 45	45 00		2 50
Plaisance	Labelle Q	168 33	70 00		5 00
Plaister Mines	North Cape Breton and Victoria N.S	9 00	25 00		

a Opened 1-5-06. *b* Including $20.67 night allowance of which $2.67 is arrears. *c* Including $10 night allowance. * Including $17.18 night allowance of which $1.18 is arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Plamondon's Mills	Richmond & Wolfe....Q	46 71	26 00		
Plantagenet Springs	Prescott.....O	168 90	80 00		5 00
Plateau	Inverness.....N.S	47 00	25 00		
Plateau	Mackenzie.....Sask	69 06	30 00	2 38	
Playfair	Lanark, S.R.....O	36 96	25 00		
Pleasant Bay	Inverness.....N.S	79 74	35 00	3 00	
Pleasant Grove	Queen's.....P.E.I	12 25	25 00		
Pleasant Harbour	Halifax.....N.S	129 50	46 00		5 00
Pleasant Hills	Colchester.....N.S	15 00	25 00		
Pleasant Home	Selkirk.....M	84 45	56 00		5 00
Pleasant Lake	Yarmouth.....N.S	78 80	32 00		
Pleasant Mount	King's & Albert.....N.B	31 00	25 00		
Pleasant Point	Halifax.....N.S	37 73	25 00		
Pleasant Point	St. John.....N.B	43 43	25 00		
Pleasant Point	Victoria & Haliburton.O	13 70	25 00		
Pleasant Ridge	Charlotte.....N.B	8 00	25 00		
Pleasant River	Shelburne & Queen's.N.S	149 60	58 00	3 00	5 00
Pleasant Vale	King's & Albert.....N.B	40 00	25 00		
Pleasant Valley	Pictou.....N.S	14 05	25 00		
Pleasant Valley	Yarmouth.....N.S	43 75	25 00		
Pleasant Valley	Dundas.....O	49 15	25 00		
Pleasant Valley	Humboldt.....Sask	51 50	30 00		
Pleasant Valley Corner	Yarmouth.....N.S	36 16	25 00		
Pleasant View	Prince.....P.E.I	+5 00			
Pleasantville	Lunenburg.....N.S	231 06	62 00		5 00
Plourd	Victoria.....N.B	25 00	25 00		
Plum Hollow	Leeds.....O	175 95	54 00		5 00
Plumweseep	King's & Albert.....N.B	17 00	25 00		
Plymouth	Yarmouth.....N.S	79 60	34 00		
Plymouth	Carleton.....N.B	22 00	25 00		
Plymouth Road	Pictou.....N.S	29 65	25 00		
Plympton	Selkirk.....M	55 82	32 00	3 00	
Plymton Station	Digby.....N.S	30 00	25 00		
Pockshaw	Gloucester.....N.B	24 89	25 00		
Pockwock	Halifax.....N.S	16 32	25 00		
Pohenagamooke	Kamouraska.....Q	56 25	25 00		
Pointe Aconi	North Cape Breton and Victoria.....N.S	12 50	25 00		
Point Alexander	Renfrew, N.R.....O	140 86	64 00		5 00
Pointe au Car	Northumberland.....N.B	15 00	25 00		
a Point Clear	North Cape Breton and Victoria.....N.S	12 25	18 75		
Point Comfort	Labelle.....Q	44 90	25 00		
Point Cross	Inverness.....N.S	17 48	*c*38 00		
Pointe de Roche	Queen's.....P.E.I	6 00	25 00		
Point du Jour	St. Hyacinthe.....Q	8 00	25 00		
Point Edward	South Cape Breton..N.S	29 96	25 00		
Point Elma	Assa. West.....Sask	20 00	25 00		
Pointe Escuminac	Northumberland.....N.B	30 00	25 00		
Point Kaye	Muskoka.....O	67 69	36 00		
Pointe la Nim	Restigouche.....N.B	23 00	25 00		
Pointe Michaud	Richmond.....N.S	26 98	25 00		
Pointe of Cape	Antigonishe.....N.S	6 00	25 00		
Point Petre	Prince Edward.....O	11 15	25 00		
Point Platon	Lotbinière.....Q	81 94	*b*43 50		
Point Poplar	King's.....P.E.I	30 06	25 00		
Point Prim	Queen's.....P.E.I	25 40	25 00		

a Reopened 1-10-05. *b* Including $16 night allowance. *c* Including $6 night allowance.
+Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Point Sapin	Kent, N.B	29 73	25 00		
Point Traverse	Prince Edward, O	27 00	25 00		
Point Wolfe	King's & Albert, N.B	104 00	40 00		
Pointe à Calumet	Two Mountains, Q	28 00	25 00		
Pointe à la Frégate	Gaspé, Q	24 97	25 00		
Pointe à la Garde	Bonaventure, Q	56 50	25 00		
Pointe au Baril	Parry Sound, O	36 00	25 00		
Pointe au Boisvert	Chicoutimi & Saguenay, Q	24 20	25 00		
Pointe au Bouleau	Chicoutimi & Saguenay, Q	34 20	25 00	5 00	
Pointe au Chêne	Argenteuil, Q	208 29	88 00	18 00	5 00
Pointe au Goémon	Gaspé, Q	36 90	a31 00		
Pointe aux Anglais	Chicoutimi & Saguenay, Q	11 70	25 00		
Pointe aux Orignaux	Kamouraska, Q	52 18	32 00		
Pointe aux Outardes	Chicoutimi & Saguenay, Q	13 65	25 00		
Pointe aux Trembles West	Portneuf, Q	16 00	25 00		
Pointe Basse	Gaspé, Q	46 60	25 00	3 00	
Pointe Bleue	Chicoutimi & Saguenay, Q	29 12	25 00		
Pointe des Monts	Chicoutimi & Saguenay, Q	17 50	25 00		
Pointe des Roches	Charlevoix, Q	20 70	a31 00		
Pointe du Chêne	Westmoreland, N.B	139 00	92 00		10 00
Pointe du Lac	Three Riv. & St. Maurice, Q	201 90	82 00		5 00
Pointe Ste. Anne des Monts	Gaspé, Q	49 47	25 00		
Poirier	Kent, N.B	6 10	25 00		
Poirierville	Richmond, N.S	50 88	25 00		
Poitras	Victoria, N.B	8 00	25 00		
Poland	Lanark, N.R., O	48 00	25 00		
Pollet's Cove	Inverness, N.S	9 00	25 00		
Pollett River	Westmoreland, N.B	121 59	48 00	7 50	5 00
Polleyhurst	Sunbury & Queen's, N.B	35 97	25 00		
Polmont	Northumberland, E.R., O	36 15	25 00		
Polson's Brook	Antigonishe, N.S	12 50	25 00		
Poltimore	Labelle, Q	136 03	56 00		5 00
Pomeroy	Macdonald, M	10 00	25 00		
Pomeroy Ridge	Charlotte, N.B	39 00	25 00		
Pomona	Grey, S.R., O	22 01	25 00		
Pomquet	Antigonishe, N.S	58 68	32 50	3 00	
Pomquet Station	Antigonishe, N.S	60 21	25 00		
Pond Mills	Middlesex, E.R., O	49 50	25 00		
Ponds	Pictou, N.S	31 11	30 00		
Pondville	Richmond, N.S	29 00	25 00		
Ponsonby	Wellington, S.R., O	53 73	30 00		
Pont Briand	Mégantic, Q	107 57	38 00		
Pont Chateau	Soulanges, Q	94 10	38 00	5 00	
Pont de la Noreau	Portneuf, Q	47 82	25 00		
Pont Viau	Laval, Q	55 00	25 00		
Poodiac	King's & Albert, N.B	10 41	25 00		
Poole	Perth, N.R., O	129 68	64 00		5 00
Poole's Resort	Brockville, O	141 70	64 00		5 00
Pope's Harbour	Halifax, N.S	54 78	28 00	3 00	
Poplar	Algoma, E.R., O	43 88	25 00		
Poplar Creek	Kootenay, B.C	107 25	144 00	2 50	15 00
Poplar Dale	Algoma, W.R., O	6 25	25 00		
Poplar Grove	Prince, P.E.I	31 24	25 00		
Poplar Grove	Assa. East, Sask	38 47	25 00		
Poplar Hill	Middlesex, N.R., O	199 29	95 00		10 00
Poplar Park	Selkirk, M	23 50	25 00		
Poquiock	York, N.B	80 06	47 00	3 00	5 00
Portage	Muskoka, O	65 00	25 00		

a Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*b*Portage	Prince P.E.I	70 79	25 00		
Portage de la Nation	Labelle Q	98 80	40 00		2 50
Portage East Bay	South Cape Breton N.S	5 07	25 00		
Portage River	Northumberland N.B	15 00	25 00		
Portal	Bruce, S.R. O	24 05	25 00		
Port Albert	Huron, W.R. O	94 50	56 00		5 00
Port Alma	Kent, W.R. O	50 70	30 00		
Port Anson	Parry Sound O	55 07	25 00		
Portapique	Colchester N.S	121 87	46 00	3 00	2 50
Portapique Mountain	Colchester N.S	26 14	25 00		
Port au Persil	Charlevoix Q	104 49	*a* 42 00		
Port Ban	Inverness N.S	12 48	25 00		
Port Bickerton	Guysborough N.S	100 49	38 00	5 00	
Port Bevis	North Cape Breton and Victoria N.S	15 00	25 00		
Port Bruce	Elgin, E.R. O	41 87	25 00		
Port Caledonia	South Cape Breton N.S	118 12	32 00		
Port Clyde	Shelburne & Queen's N.S	163 30	70 00		5 00
Port Cockburn	Parry Sound O	140 20	55 00		5 00
Port Daniel, Centre	Bonaventure Q	202 30	†116 00		10 00
Port Daniel, West	Bonaventure Q	108 45	*c* 76 00		5 00
Port Dufferin	Halifax N.S	140 95	66 00		5 00
Portelance	Portneuf Q	33 86	25 00		
Port Elmsley	Lanark, S.R. O	116 11	58 00		5 00
Porter's	St. John N.B	15 50	25 00		
Porter's Hill	Huron, W.R. C	99 00	40 00		
Porter's Lake	Halifax N.S	18 19	25 00		
Port Félix	Guysborough N.S	83 20	36 00		
Port Felix, East	Guysborough N.S	29 00	25 00		
Port Franks	Lambton, E.R. O	41 78	25 00		
Port George	Annapolis N.S	197 13	106 00		7 50
Port Granby	Durham O	62 27	30 00		
Port Guichon	New Westminster B.C	136 70	56 00		5 00
Port Hardy	Comox-Atlin B.C	37 06	25 00		
Port Hill	Prince P.E.I	127 48	†72 50		5 00
Port Hillford	Guysborough N.S	152 54	70 00		5 00
Port Hood Island	Inverness N.S	38 00	25 00		
Port Joli	Shelburne & Queen's N.S	130 79	57 00	4 00	5 00
*b*Port Keewaydin	Muskoka O	95 00	32 00		
Port Kells	New Westminster B.C	62 25	25 00		
Port Kusam	Vancouver B.C	79 11	25 00		
Port Law	Grey, E.R. O	71 55	40 00		
Port Lewis	Huntingdon Q	59 14	28 00		
Port Lock	Algoma, W.R. O	93 24	25 00		
Port Maitland	Haldimand O	63 44	40 00		
Port Malcolm	Richmond N.S	50 84	25 00		
Port Milford	Prince Edward O	57 00	25 00		
Port Mouton	Shelburne & Queen's N.S	361 02	95 00	3 00	10 00
Port Nelson	Halton O	263 70	89 00		7 50
Port Neville	Comox-Atlin B.C	17 42	25 00		
Porton	Carleton N.B	10 00	25 00		
Port Philip	Cumberland N.S	155 01	62 00		5 00
Port Renfrew	Nanaimo B.C	63 50	42 00		
Port Richmond	Richmond N.S	17 93	25 00		
Port Royal	Norfolk O	42 00	26 00		
Port Royal	Richmond N.S	40 00	25 00		
Port Saxon	Shelburne & Queen's N.S	84 93	25 00		

a Including $10 night allowance. *b* Summer office. † Including $12 night allowance. *c* Including $18 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Port Severn	Simcoe, E.R.....O	103 52	48 00	.....	5 00
Port Shoreham	Guysborough.....N.S	47 00	26 50	3 00	.....
Port Talbot	Elgin, W.R.....O	28 00	25 00	.....	.....
Portuguese Cove	Halifax.....N.S	21 53	25 00	.....	.....
Port Union	Ontario, S.R.....O	39 00	25 00	.....	.....
=Port Wade	Annapolis.....N.S	139 65	38 00	.....	.....
Port Whitby	Ontario, S.R.....O	218 00	106 00	.....	10 00
*Pottageville	York, N.R.....O	11 50	5 21	.....	.....
Potvin	Lotbinière.....Q	24 00	25 00	.....	.....
Poucher's Mills	Hastings, E.R.....O	129 26	52 00	10 00	5 00
Poulamond	Richmond.....N.S	113 03	48 00	.....	5 00
cPoulin	Strathcona.....Alta	657 80	234 00	20 00	25 00
Poupore	Labelle.....Q	37 00	25 00	.....	.....
Power Glen	Lincoln.....O	60 25	25 00	.....	.....
Powell	Carleton.....O	14 00	25 00	.....	.....
Powerscourt	Huntingdon.....Q	51 38	25 00	.....	.....
Power's Creek	Victoria.....N.B	18 00	25 00	3 00	.....
Powle's Corners	Victoria & Haliburton.O	88 45	42 00	.....	.....
Pownall	Queen's.....P.E.I	132 75	59 00	12 00	5 00
Pozerville	Edmonton.....Alta	50 87	25 00	.....	.....
Prairie Grove	Selkirk.....M	30 07	25 00	.....	.....
**Prairie Rose	Humboldt.....Sask	31 37	4 16	.....	.....
Pratt Corners	Lanark, S.R.....O	13 50	25 00	.....	.....
Précieux Sang	Nicolet.....Q	57 50	25 00	.....	.....
Precious Corners	Northumberland, W.R.O	70 77	25 00	.....	.....
Pré d'en haut	Westmoreland.....N.B	15 00	25 00	.....	.....
Preneveau	Peterborough, E.R.....O	41 04	25 00	11 00	.....
Presqu'Isle	Grey, N.R.....O	22 50	25 00	5 00	.....
Preston	Halifax.....N.S	11 00	25 00	.....	.....
Preston Road	Halifax.....N.S	29 00	25 00	.....	.....
Preston Vale	Lanark, S.R.....O	47 00	25 00	.....	.....
Pretoria	Dauphin.....M	216 17	50 00	.....	5 00
Pretty Hill	Strathcona.....Alta	23 50	25 00	.....	.....
Pretty River Valley	Grey, E.R.....O	25 25	25 00	.....	.....
Prével	Gaspé.....Q	57 50	†35 00	.....	.....
Priceburgh	Victoria.....N.B	6 00	25 00	.....	.....
Price's Corner	Simcoe, E.R.....O	30 00	25 00	.....	.....
Priddis	Calgary.....Alta	97 74	36 00	.....	.....
Primeauville	Châteauguay.....Q	163 44	104 00	3 00	10 00
Primrose	Dufferin.....O	93 32	52 00	12 00	5 00
Primrose	King's.....P.E.I	30 00	25 00	.....	.....
Prince Albert	Ontario, S.R.....O	193 24	100 00	.....	10 00
Prince Albert	Annapolis.....N.S	26 00	25 00	.....	.....
Prince Dale	Annapolis.....N.S	40 43	25 00	.....	.....
Prince of Wales	St. John.....N.B	25 92	25 00	.....	.....
Princeport	Colchester.....N.S	37 71	25 00	.....	.....
Princess	Souris.....M	12 00	25 00	.....	.....
Prince's Lodge	Halifax.....N.S	87 84	25 00	.....	.....
Princetown	Prince.....P.E.I	270 40	110 00	.....	10 00
Princeville	Inverness.....N.S	26 65	25 00	.....	.....
Prince William	York.....N.B	117 55	52 00	.....	5 00
Prince William Station	York.....N.B	59 48	44 00	20 00	.....
Prinyer	Prince Edward.....O	69 88	28 00	.....	.....
bProctor	Kootenay.....B.C	104 75	12 50	.....	.....
aProngua	Sask.....Sask	30 00	16 67	.....	.....
Prospect	Lanark, S.R.....O	152 17	62 00	.....	5 00
Prospect Hill	Perth, S.R.....O	64 59	39 00	.....	.....

a Opened 1-11-05. *b* Opened 1-1-06. *c* Late Vegreville. * Re-opened 16-4-06. ** Opened 1-5-06.
= Late West Ferry. † Including $10 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Prosperity	Huron, W.R. O	16 00	25 00		
Prosperity	Assa. East. Sask	41 06	25 00		
Prosser Brook	King's & Albert. N.B	33 00	25 00		
Protectionville	Northumberland. N.B	18 82	25 00		
Proulx	Prescott. O	133 74	25 00		
Providence	Beauce. Q	40 50	30 00		
Province Hill	Brome. Q	21 21	25 00		
Public Landing	King's & Albert. N.B	9 00	25 00		
Pubnico Beach	Shelburne & Queen's. N.S	23 00	*35 00		
Puce	Essex, N.R. O	90 90	46 00		5 00
Puckalm	Humboldt. Sask	77 43	30 00		
Puellering	Kent. N.B	9 20	25 00		
Pugwash Junction	Cumberland. N.S	166 28	53 00	28 00	2 50
Pugwash River	Cumberland. N.B	26 48	25 00		
Purbrook	Muskoka. O	13 50	25 00		
Purdy	Hastings, W.R. O	21 18	25 00	*c*3 75	
Purlbrook	Antigonishe. N.S	16 00	25 00		
Purple Grove	Bruce, S.R. O	8 00	25 00		
Purple Hill	Durham. O	30 00	25 00		
Purple Ridge	Dauphin. M	8 00	25 00		
Purple Valley	Bruce, N.R. O	70 46	25 00		
Purpleville	York, C.R. O	32 20	25 00		
Purvis	Lisgar. M	143 31	44 00		
Putnam	Middlesex, E.R. O	133 72	58 00	34 00	5 00
QUACO-ROAD	St. John. N.B	8 25	25 00		
Quai de Rimouski	Rimouski. Q	147 22	64 00		5 00
Quarrel	Strathcona. Alta	87 89	25 00		
Quathiaski Cove	Comox-Atlin. B.C	28 94	30 00		
Quatre Chemins	Dorchester. Q	59 00	25 00		
Quatsino	Comox-Atlin. B.C	90 21	30 00		
Quays	Durham. O	27 00	25 00		
Queen Hill	Bruce, N.R. O	27 00	25 00		
Queen's Line	Renfrew, N.R. O	45 70	25 00		
Queensport	Guysborough. N.S	178 00	**76 00		5 00
Queenstown	Sunbury & Queen's. N.B	69 65	28 00		
Queen's Valley	Selkirk. M	38 47	25 00		
Queensville	Inverness. N.S	24 73	25 00		
Queensville	King's & Albert. N.B	8 00	25 00		
Querry	Bonaventure. Q	27 00	25 00		
Quesnel Forks	Yale & Cariboo. B.C	154 86	80 00		5 00
Quilchena	Yale & Cariboo. B.C	126 95	62 00	6 00	5 00
Quill Plain	Mackenzie. Sask	18 71	25 00		
Quilty	Renfrew, S.R. O	17 00	25 00		
Quinan	Yarmouth. N.S	40 00	25 00		
Quinn	Kent, W.R. O	60 50	33 00		
Quinnville	Wright. Q	31 00	25 00		
Quispamsis	King's & Albert. N.B	45 40	25 00		
RABBIT POINT	Dauphin. M	18 04	25 00		
Racine	Shefford. Q	173 70	70 00	9 00	5 00
Radford	Pontiac. Q	37 37	27 50		
a Radford	Yukon.	50 00	*d*		

a Opened 1-11-05. *c* Including 75c. arrears forward. *d* Salary, etc., entered in Auditor General's Report. *Including $10 night allowance. **Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Radnor Forges	Champlain Q	175 81	95 00		7 50
Radstock	Joliette Q	59 00	28 00		
Radway	Dauphin M	31 28	25 00	2 00	
Ragged Rapids	Victoria & Haliburton O	25 20	25 00		
Raglan	Ontario, S.R. O	173 87	70 00		5 00
Rainham	Haldimand O	89 74	56 00		5 00
Rainham Centre	Haldimand O	139 00	48 00		5 00
Ralph	Pontiac Q	95 83	52 00		5 00
Rama Road	Ontario, N.R. O	64 40	33 50		
Ramona	Ontario, N.R. O	47 85	25 00		
c Ramsayville	Russell O	79 70	36 00		
Ranchvale	Marquette M	120 02	44 00		5 00
b Randall	Simcoe, S.R. O	32 26	22 91		
Randboro'	Compton Q	61 50	36 00		
Randolph	St. John N.B	74 71	38 00		
Randolph	Simcoe, E.R. O	54 65	31 50		
Randwick	Dufferin O	32 00	25 00		
Ranelagh	Brant O	102 80	44 00		
Rang des Dusseau	St. John's & Iberville Q	16 72	25 00		
Rang Mathias	Chicoutimi & Saguenay Q	29 20	25 00		
Rang Portage	Maskinonge Q	5 00	25 00		
Rang St. Achille	Portneuf Q	25 54	25 00		
Rankin	Renfrew, N.R. O	65 00	25 00		
Rannoch	Perth, S R. O	49 50	25 00		
Rapide de Femme	Victoria N.B	4 00	25 00		
Rapid River	Thunder Bay & R. River O	11 70	25 00		
Rathburn	Ontario, N.R. O	81 50	30 00		
Ratter's Corner	King's & Albert N.B	3 25	25 00		
Raven	Strathcona Alta	28 39	25 00		
Ravenna	Grey, E.R O	204 46	82 00		5 00
Ravenscliffe	Muskoka O	28 88	25 00		
Ravenshoe	York, N.R. O	157 04	60 00	3 00	5 00
Ravenswood	Lambton, E.R. O	89 21	56 00		5 00
Ravensworth	Parry Sound O	189 65	85 00		7 50
Ravignan	Dorchester Q	6 38	25 00		
Rawcliffe	Argenteuil Q	43 25	25 00		
Rawdon	Hants N.S	135 09	59 00		5 00
d Rawdonville	Calgary Alta	15 16	10 41		
Rawdon Gold Mines	Hants N.S	66 19	36 00		
Ray	Edmonton Alta	24 26	25 00		
Raycroft	Lanark, N.R. O	4 00	25 00		
Raymond	Muskoka O	41 73	32 00		
Rayside	Oxford, N.R. O	68 74	27 50		
Reaboro'	Victoria & Haliburton O	162 29	80 00	7 00	5 00
Read	Westmoreland N.B	35 65	25 00		
Read	Hastings, E.R. O	180 89	74 00		5 00
Reading	Dufferin O	24 20	25 00		
Read Island	Comox-Atlin B.C	67 46	25 00		
Rear Boisdale	North Cape Breton and Victoria N.S	9 17	25 00		
a Rear Judique Chapel	Inverness N.S	10 00	25 00		
Rear of Baddeck Bay	North Cape Breton and Victoria N.S	22 98	25 00		
Rear of Ball's Creek	South Cape Breton N.S	6 00	25 00		
Rear of Beaver Cove	North Cape Breton and Victoria N.S	6 00	25 00		
Rear of Black River	Richmond N.S	8 00	25 00		
Rear of East Bay	South Cape Breton N.S	4 00	25 00		

a Late Markton. *b* Opened 1-8-05. *c* Late Taylorville. *d* Opened 1-2-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rear of Little Judique	Inverness N.S	15 00	25 00		
Reay	Muskoka O	44 81	25 00		
Rebecca	Middlesex, E.R O	37 14	25 00		
Red Bank	Northumberland N.B	133 00	62 00	5 00	5 00
Red Bay	Bruce, N.R O	28 84	25 00		
Red Deer Hill	Sask Sask	22 00	25 00		
Red Head	St. John N.B	15 00	25 00		
Red House	King's P.E.I	20 00	25 00		
Redgrave	Huron, E.R O	41 45	30 00		
Redickville	Dufferin O	75 22	32 00		
Red Jacket	Assa. East Assa	114 65	48 00		5 00
Red Islands	Richmond N.S	10 25	25 00		
Red Lodge	Calgary Alta	58 00	25 00		
Redmondville	Northumberland N.B	9 00	25 00		
Red Mountain	Compton Q	24 00	25 00		
Redpath	Assa. East Sask	24 58	25 00		
Red Pine	Gloucester N.B	23 00	25 00		
Red Point	King's P.E.I	89 42	42 00		
Red Rapids Bridge	Victoria N.B	147 85	50 00	6 00	5 00
Red Rock	Victoria & Haliburton O	28 00	25 00		
Red Wing	Grey, E.R O	170 05	64 00		5 00
Red Wood	Muskoka O	105 26	42 00		
Reedsdale	Megantic Q	43 73	25 00		
b Reed's Mines	Megantic Q	3 00	16 66		
Reed's Point	King's & Albert N.B	12 50	25 00		
Reedsville	Compton Q	43 75	30 00		
Rees	Sunbury & Queen's N.B	12 75	25 00		
Reeve Craig	Carleton O	54 85	27 50		
†Reid Hill	Alta Alta	6 00			
Reid's Mills	Dundas O	84 25	48 00	3 00	5 00
Reid's Station	Portneuf Q	120 19	25 00		
Reidway	Pictou N.S	14 00	25 00		
Reihn	Mackenzie Sask	5 00	25 00		
Reinland	Lisgar M	71 49	36 00		
Reiswig	Yale & Cariboo B.C	26 20	25 00		
Relessey	Dufferin O	24 75	25 00		
Renaud's Mills	Kent N.B	18 75	25 00		
Renforth	Wentworth O	24 62	27 50		
Renfrew	Hants N.S	49 57	30 00		
Rennie	Selkirk M	73 35	25 00		
Renton	Norfolk O	106 00	50 00		
Repentigny	L'Assomption Q	55 90	25 00		
Restigouche	Bonaventure Q	130 00	50 00		5 00
Restoule	Parry Sound O	189 07	66 00		5 00
Retreat Cove	Nanaimo B.C	32 18	25 00		
Reynard's Bridge	Yarmouth N.S	16 00	25 00		
a Reynolds	Halifax N.S	28 00	12 50		
Reynolds	Northumberland N.B	18 75	25 00		
Reynoldscroft	Shelburne & Queen's N.S	25 00	25 00		
Reynoldston	Frontenac O	29 70	25 00		
Rhode's Corner	Lunenburg N.S	21 00	25 00		
Riceburg	Missisquoi Q	45 00	*c*40 00		
Richard	Sask Sask	81 09	34 00		
Riceville	Carleton N.B	28 98	25 00	3 00	
Richardson	Charlotte N.B	88 60	30 00		
Richardville (late St. Paul)	Kent N.B	12 25	25 00		
Richer	Provencher M	16 21	25 00		

a Opened 1-1-06. *b* Closed 1-3-06. *c* Including $12 night allowance. † Opened 15-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Richfield	Digby N.S	18 25	25 00		
Richibucto Village	Kent N.B	79 14	46 00		5 00
Richland	Selkirk M	42 82	25 00	3 00	
Richview	York, C.R O	33 95	25 00		
Rideau Ferry	Lanark, S.R O	141 00	46 00		5 00
Rideau View	Russell O	34 00	25 00		
Ridgeford	Humboldt Sask	130 72	25 00	1 25	
Ridgmount	Welland O	32 97	29 00		
Ridge Road	Sunbury & Queen's N.B	12 00	25 00		
Ridgeville	Provencher M	253 88	94 00		10 00
Ridgeway	Macdonald M	25 00	25 00		
Riding Mountain	Dauphin M	132 48	46 00	4 00	5 00
Ridley	Kent, W.R O	25 48	25 00		
Riga	Assa. East Sask	56 50	25 00		
Rimbey	Strathcona Alta	179 44	60 00	1 38	5 00
Rimington	Hastings, E.R O	70 00	32 00		
Ringwood	York, N.R O	202 56	75 00		5 00
Riordan	Gloucester N.B	23 73	25 00		
Ripples	Sunbury & Queen's N.B	34 86	25 00		
a Ritchance	Prescott O	65 21	21 96		
Ritchot	Provencher M	5 00	*c* 60 90		
Rivard's Corners	Compton Q	5 00	25 00		
Riverbank	Wellington, N.R O	37 59	25 00		
Riverbank	Carleton N.B	17 00	26 00	3 00	
Riverbend	Welland O	36 30	25 00		
Riverdale	Digby N.S	23 00	25 00		
Riverdale	Queen's P.E.I	12 50	25 00		
Rivière Blanche, Portneuf	Portneuf Q	27 57	25 00		
Rivière de Chute	Carleton N.B	128 50	64 00	6 00	5 00
River Dennis Centre	Inverness N.S	48 03	25 00	3 00	
River Dennis Road	Inverness N.S	23 00	25 00		
River Dennis Station	Inverness N.S	170 58	64 00	33 00	5 00
River Desert	Wright O	1,039 30	404 00		40 00
Riverfield	Châteauguay Q	125 87	48 00		5 00
River Gilbert	Beauce Q	61 98	25 00	11 00	
River Gilbert Gold Mines	Beauce Q	29 18	25 00	1 25	
River Glade	Westmoreland N.B	140 00	50 00		5 00
River Hebert	Cumberland N.S	118 26	60 00	15 00	5 00
River Hebert Bend	Cumberland N.S	130 00	44 00		2 50
River John Road	Colchester N.S	27 30	25 00		
River Joseph	Wright Q	52 26	25 00		
River Philip	Cumberland N.S	123 40	75 00	40 00	5 00
River Phillip Centre	Cumberland N.S	43 00	25 00		
Riversdale	Colchester N.S	92 25	32 00	7 00	
Riversdale	Assa. East Sask	52 42	25 00		
Riverside	Inverness N.S	3 00	25 00		
Riverside Corner	Hants N.S	53 00	28 50		
Rivers Inlet	Comox-Atlin B.C	202 84	55 00		5 00
Riverstown	Wellington, N.R O	60 70	34 00		
Riverton	King's P.E.I	12 75	25 00		
River Valley	Nipissing O	25 00	25 00		
Riverview	Dufferin O	152 01	72 00		5 00
Riverview	Cumberland N.S	16 00	25 00		
b River View	Humboldt Sask	46 00	6 25		
Rivière à Claude	Gaspé Q	31 14	25 00		
Rivière à la Martre	Gaspé Q	32 20	25 00		
Rivière à l'Ours	Chicoutimi & Saguenay Q	47 41	25 00		
Rivière au Doré	Chicoutimi & Saguenay Q	56 32	25 00		

a Opened 15-8-05. *b* Opened 1-4-06. *c* Including $35.50 arrears salary.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rivière au Rat	Champlain ..... Q	99 95	48 00	.....	5 00
Rivière aux Chiens	Montmorency. ..... Q	35 00	*a* 31 25	.....	.....
Rivière aux Pins	Quebec ..... Q	30 94	25 00	.....	.....
Rivière des Caches	Northumberland .... N.B	66 98	36 00	3 00	.....
Rivière des Fèves	Chateauguay ..... Q	32 62	25 00	.....	.....
Rivière des Plantes	Beauce ..... Q	6 00	25 00	.....	.....
Rivière des Prairies	Laval ..... Q	51 50	25 00	.....	.....
Rivière du Loup, wharf	Témiscouata ..... Q	205 00	66 00	.....	5 00
Rivière du Moulin	Chicoutimi & Saguenay. Q	166 00	*b* 147 00	10 00	12 50
Rivière Famine	Beauce ..... Q	32 00	36 00	.....	.....
Rivière Gagnon	Terrebonne ..... Q	20 25	25 00	.....	.....
Rivière Gentilly	Nicolet ..... Q	109 74	*c* 59 00	.....	.....
Rivière Jaune	Quebec ..... Q	27 45	25 00	.....	.....
Rivière la Fleur	Montmorency ..... Q	15 50	25 00	.....	.....
Rivière la Madeleine	Gaspé ..... Q	25 75	25 00	.....	.....
Rivière Mailloux	Charlevoix ..... Q	140 00	56 00	.....	5 00
Rivière Mattawin	Champlain ..... Q	.....	12 50	.....	.....
Rivière Mékinac	Champlain ..... Q	31 70	25 00	4 00	.....
Rivière Noire	Drummond & Arthab'ka Q	84 44	36 00	.....	.....
§ Rivière-Ouelle, wharf	Kamouraska ..... Q	15 00	2 08	.....	.....
Rivière Qui-Barre	Edmonton ..... Alta	186 89	64 00	*8 50	5 00
Rivière St. Jean	Chicoutimi & Saguenay Q	39 70	28 00	.....	.....
Rivière Ste. Marguerite	Chicoutimi & Saguenay Q	28 07	25 00	.....	.....
Rivière Sauvage	Drummond & Arthab'ka Q	26 50	25 00	.....	.....
Rivington	Argenteuil. ..... Q	82 43	40 00	.....	.....
Rivulet	Inverness. ..... N.S	10 00	25 00	.....	.....
Roach Vale	Guysborough ..... N.S	10 50	25 00	3 00	.....
Robb	Grey, S.R. ..... O	28 07	25 00	.....	.....
Robert's Creek	Comox-Atlin ..... B.C	13 84	25 00	.....	.....
Roberts	Qu'Appelle. ..... Sask	6 25	25 00	.....	.....
Roberts Island	Yarmouth ..... N.S.	21 00	25 00	.....	.....
Robertson	King's & Albert .... N.B	22 98	25 00	.....	.....
Robertson's Point	Sunbury & Queen's. N.B	6 50	25 00	.....	.....
Robertville	Gloucester. ..... N.B	72 00	28 00	.....	.....
‡Roberval Hotel	Chicoutimi & Saguenay. Q	55 00	45 00	.....	5 00
Roberval West	Chicoutimi & Saguenay. Q	27 87	25 00	.....	.....
Robichaud	Westmoreland. ..... N.B	56 96	28 50	12 00	.....
Robins	Richmond ..... N.S	14 30	25 00	.....	.....
Robinson's Corners	Lunenburg .... N.S	64 00	34 00	.....	.....
Robinsonville	Restigouche. ..... N.B	44 40	25 00	.....	.....
Robitaille	Bonaventure. ..... Q	143 65	105 00	.....	10 00
Roblin	Lennox & Addington .. O	165 50	64 00	7 00	5 00
Rob Roy	Grey, E.R. ..... O	46 45	30 00	.....	.....
Robson	Drummond & Artha'ka. Q	16 77	25 00	.....	.....
Rochefort	Renfrew, S. R. ..... O	50 05	25 00	3 00	.....
Rochelle	Shefford ..... Q	56 25	27 50	.....	.....
Roche Percée	Assa. East ..... Sask	276 94	†42 50	72 00	.....
Rocher de la Chapelle	Montmagny ..... Q	12 95	25 00	.....	.....
Rock Barra	King's ..... P.E.I	17 20	25 00	.....	.....
Rock Creek	Yale and Cariboo .... B.C	148 25	60 00	10 00	2 50
Rockcroft	Peterborough, E.R. .... O	29 06	25 00	.....	.....
Rockdale	Richmond ..... N.S.	92 32	38 00	.....	.....
Rockdale	Peterborough, E.R .... O	32 00	40 00	.....	.....
Rockfield	Brockville ..... O	74 65	25 00	.....	.....
Rockford	Norfolk ..... O	91 15	39 00	.....	.....
d Rockford	Yale & Cariboo .... B.C	37 96	21 56	.....	.....

a Including $6.25 arrears salary. *b* Including $24 night allowance. *c* Including $15 night allowance. * Including 50c. arrears forward allowance. † Including $12.50 night allowance. *d* Closed 11-5-06. § Opened 1-6-06. ‡ Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rock Forest	Sherbrooke Q	74 67	28 00	7 00	
Rock Hill	Parry Sound O	18 75	25 00		
Rockingham	Yarmouth N.S	44 54	25 00		
Rockingham Station	Halifax N.S	120 61	60 00		5 00
Rockland	Shelburne & Queen's N.S	30 45	25 00		
Rockliffe	Nipissing O	273 13	110 00		10 00
Rocklin	Pictou N.S	25 48	25 00		
Rockly	Cumberland N.S	24 92	25 00		
Rocklyn	Grey, E.R O	254 23	96 00	5 00	7 50
Rockport	Westmoreland N.B	51 64	30 00		
Rockside	Peel O	31 11	25 00		
Rock Springs	Brockville O	110 00	50 00		
Rockville	King's & Albert N.B	16 00	25 00		
Rockville	Yarmouth N.S	39 75	25 00		
Rockville	Algoma O	58 00	25 00		
Rockway Valley	Labelle Q	54 25	28 00		
Rockwell Settlement	Cumberland N.S	152 62	42 00	3 00	
Rocky Bay	Richmond N.S	10 00	25 00		
†Rocky Coulee	Alta Alta	5 00			
Rocky Mountain	Pictou N.S	37 00	*31 00		
Rocky Point	Queen's P.E.I	12 60	25 00		
Rocky Point	Nanaimo B.C	177 00	36 00		
Rocky Ridge	Inverness N.S		25 00		
Rocky Saugeen	Grey, S.R O	65 40	30 00		
a Rocky View	Calgary Alta	40 05	12 50		
Roden	Brandon M	32 17	25 00		
Rodney	Cumberland N.S	25 92	25 00		
Roebuck	Grenville O	184 01	66 00		5 00
Roecliff	Sask Sask	14 00	25 00		
Roger's Hill Centre	Pictou N.S	53 58	30 00		
Rohallion	Victoria & Haliburton O	18 00	25 00		
Rokeby	Lambton, E.R O	18 00	25 00		
Rokeby Station	Assa. East Sask	204 32	58 00	3 00	
Rolling Dam	Charlotte N.B	97 61	35 00		
Rolling Dam Station	Charlotte N.B	125 18	62 00	12 00	5 00
Rolling River	Marquette M	7 00	25 00		
Rollo Bay West	King's P.E.I	24 00	25 00		
Rollo Bay Centre	King's P.E.I	33 41	25 00		
Rollo Bay East	King's P.E.I	16 70	25 00		
Roman Valley	Guysborough N.S	14 75	25 00		
Romford	Qu'Appelle Sask	39 90	25 00		
Romily	Simcoe, S.R O	20 00	25 00		
Romney	Kent, W.R O	66 94	40 00		
Rondeau	Kent, W.R O	101 00	35 00		
Ronson	Norfolk O	33 82	28 00		
Roome	Middlesex, W.R O	24 88	25 00		
Rosaireville	Northumberland N.B	18 25	25 00		
Rosalind	Strathcona Alta	46 89	25 00		
Rosanna	Oxford, S.R O	24 90	25 00		
Rose	Cumberland N.S	32 10	25 00		
Rosebank	Prince P.E.I	11 00	25 00		
Rosebank	Gloucester N.B	25 00	25 00		
Roseberry	Souris M	12 42	25 00		
Roseberry	Queen's P.E.I	8 00	25 00		
*d*Roseberry	Kootenay B.C	62 60	16 00		
Rose Bridge	Gaspé Q	21 00	25 00		
Rosebud Creek	Calgary Alta	54 64	32 00		

d Closed 15-9-05. Reopened 1-1-06. *a* Opened 1-1-06. * Including $6 night allowance.
† Opened 15-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Roseburn	Inverness N.S	8 00	25 00		
Rose Corner	Prescott O	49 94	25 00		
Rosedale	Inverness N.S	9 00	25 00		
Rosedale	Victoria & Haliburton O	23 25	25 00		
Rosedale	New Westminster B.C	77 50	36 00		
Rosedale	Carleton N.B	12 00	25 00		
Rosedene	Lincoln O	20 00	25 00		
Rosehall	Prince Edward O	67 00	34 00		
a Rosehaven	Dundas O	36 00	13 58		
Rose Plain	Assa. East Sask	27 70	25 00		
Rosehill	Portage la Prairie M	17 50	25 00		
Rose Hill	Prince P.E.I	10 00	25 00		
Rose Island	Hastings, W.R O	18 71	25 00		
Roseisle	Macdonald M	184 36	60 00	3 00	5 00
Roseland	Brandon M	18 00	25 00		
Rosemere	Terrebonne Q	50 00	27 50	3 00	
Rosemount	Qu'Appelle Sask	45 56	25 00		
Rosenburg	Missisquoi Q	60 07	25 00		
Rosenthal	Renfrew, S.R O	27 94	25 00		
b Rosenthal	Edmonton Alta	8 00	8 33		
Rosenort	Provencher M	78 77	41 00		2 50
Rose Point	Parry Sound O	25 00	25 00		
Rosetta	Lanark, N.R O	47 82	25 00	1 75	
Rose Vale	King's & Albert N.B	24 94	25 00		
Rose Valley	Queen's P.E.I	30 00	25 00		
Roseview	Assa. East Sask	125 30	38 00		
Roseville	Waterloo, S.R O	129 99	60 00		5 00
Roseville	Prince P.E.I	37 46	25 00		
Roseway	Shelburne & Queen's N.S	62 45	26 50		
Rosewood	Provencher M	86 71	30 00		
Roskeen	Dauphin M	16 10	25 00		
Roslin	Hastings, W.R O	163 60	80 00	3 00	5 00
Roslin	Cumberland N.S	24 98	25 00		
Ross	Renfrew, N.R O	14 19	25 00		
Ross Corner	Prince P.E.I	67 92	44 00		
Ross Creek	Edmonton Alta	41 25	25 00		
Rosseau Falls	Muskoka O	30 20	25 00		
Rossendale	Cumberland N.S	15 00	25 00		
Rossendale	Portage la Prairie M	82 18	25 00		
Rossetti	Assa. East Sask	32 42	25 00		
Ross Ferry	North Cape Breton and Victoria N.S	50 40	25 00	*c* 6 50	
Rossfield	Pictou N.S	18 73	25 00		
Ross Mills	Lévis Q	26 20	25 00		
Rossmore	Prince Edward O	102 00	55 00		5 00
Ross Mount	Northumberland, W.R. O	89 21	48 00		2 50
Rossville	York N.B	18 75	25 00		
Rossway	Digby N.S	76 70	46 00		5 00
Rostock	Perth, N.R O	128 00	62 00		5 00
Rothbury	Assa. East Sask	8 00	25 00		
Rouge Hill	Ontario, S.R O	28 40	25 00		
Rouge Valley	Argenteuil Q	19 00	25 00		
Round Bay	Shelburne & Queen's N.S	43 23	25 00		
Round Hill	King's & Albert N.B	155 96	68 00	22 00	5 00
Round Hill	Strathcona Alta	101 82	38 00		
Round Island	South Cape Breton N.S	12 00	25 00		
Round Lake	Peterborough, E.R O	6 00	25 00		
Round Plains	Norfolk O	30 00	30 50		

a Opened 1-12-05. *b* Opened 1-3-06. *c* Including $2 special forward allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Round Up	Alta.....Alta	45 54	25 00		
Roundwood	Algoma, W.R.....O	26 00	25 00		
Rousseau's Mills	Portneuf.....Q	41 00	29 50		
Routhier	Prescott.....O	71 21	34 00	3 00	
Routledge	Brandon.....M	103 39	49 00		2 50
Rowan Mills	Norfolk.....O	64 92	56 00		5 00
Rowanton	Pontiac.....Q	121 00	94 00	16 00	7 50
Rowena	Dundas.....O	96 55	36 00		
Rowena	Victoria.....N.B	35 00	25 00		
Rowland	Hastings, E.R.....O	49 00	25 00		
Rowley's	St. John.....N.B	2 00	25 00		
Roxburgh	King's & Albert.....N.B	32 70	25 00		
Roxbury	Annapolis.....N.S	10 00	25 00		
Roxbury	Prince.....P.E.I	28 00	25 00		
Roxham	St. John & Iberville....Q	20 00	25 00		
Roxton East	Shefford.....Q	74 12	36 00		
b Roxville	Digby.....N.S	12 10	16 67		
Roy	Comox-Atlin.....B.C	32 15	25 00		
Royal	Provencher.....M	16 00	25 00		
c Royal Muskoka	Muskoka.....O	318 00	115 00		10 00
Royal Oak	Bruce, S.R.....O	9 00	25 00		
Royal Oak	Nanaimo.....B.C	31 91	25 00		
Royal Road	York.....N.B	10 00	25 00		
Royal Road, West	York.....N.B	3 00	25 00		
Royalton	Carleton.....N.B	31 83	25 00		
Royston	Parry Sound.....O	46 00	30 00	10 00	
Ruby	Renfrew, N.R.....O	40 34	25 00		
Ruby Creek	New Westminster..B.C	100 85	46 00		5 00
d Ruddell	Saskatchewan.....Sask	104 68	11 41	1 97	
Rudy	Humboldt.....Sask	175 24	25 00		
Rugby	Simcoe, E.R.....O	170 58	74 00		5 00
Ruisseau à l'Eau Chaude	Dorchester.....Q	45 88	25 00		
Ruisseau à Sem.	Rimouski.....Q	33 50	**37 00		
Ruisseau Castor	Gaspé.....Q	7 00	25 00		
Ruisseau Le-Blanc	Bonaventure.....Q	151 92	54 00		5 00
Ruisseau St-Georges	Montcalm.....Q	35 00	25 00	3 00	
Runnymede	Bonaventure.....Q	17 00	25 00		
Rupert	Wright.....Q	164 26	66 00		5 00
Rusagornis	Sunbury & Queen's..N.B	32 00	26 50	3 00	
Rusagornis Station	Sunbury & Queen's.N.B	125 50	50 00		5 00
Rush Lake	Assa. West.....Sask	102 18	82 50		7 50
Rush Point	Peterborough, E.R....O	24 18	25 00		
Ruskin	King's.....P.E.I	9 00	25 00		
Ruskview	Dufferin.....O	45 00	25 00	6 00	
Russeldale	Perth, S.R.....O	154 98	66 00		5 00
Russeltown	Chateauguay.....Q	82 71	38 00		
Rustico	Queen's.....P.E.I	69 00	28 00		
Rusticoville	Queen's.....P.E.I	83 48	36 00		
Rutherford	Portage la Prairie.....M	10 00	25 00		
Ruther Glen	Carleton.....N.B	10 00	25 00		
Rutledge	Pontiac.....Q	42 69	25 00		
Ryan	Kootenay.....B.C	144 95	92 00		10 00
a Ryanville	Wright.....Q	13 22	21 39		
*Ryckman's Corners	Wentworth.....O	66 10	25 50		
Rydal Bank	Algoma, W.R.....O	256 89	120 00		10 00
Rye	Parry Sound.....O	26 73	25 00		
Rylstone	Northumberland, E.R.O	33 87	25 00		

a Opened 24-8-05. *b* Opened 1-11-05. *c* Summer office. *d* Opened 15-1-06. * Closed 2-4-06.
** Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. ABDON	Dorchester	Q 6 42	25 00		
Ste. Adélaïde de Pabos	Gaspé	Q 216 24	*a*128 00		10 00
St. Adélard	Dauphin	M 28 62	25 00	3 66	
St. Adolphe	Provencher	M 24 10	25 00		
St. Adolphe de Dudswell	Richmond & Wolfe	Q 188 00	80 00		7 50
St. Adolphe de Howard	Argenteuil	Q 113 30	40 00		
St. Adrien	Richmond & Wolfe	Q 106 30	54 00		5 00
St. Agapit Station	Lotbinière	Q 161 52	76 00	6 00	5 00
Ste. Agatha	Waterloo, S.R.	O 124 25	60 00		5 00
Ste. Agathe	Provencher	M 194 30	108 00		10 00
Ste. Agathe, East	Lotbinière	Q 77 99	34 00		
Ste. Agnès de Charlevoix	Charlevoix	Q 29 00	25 00		
Ste. Agnès de Dundee	Huntingdon	Q 73 00	32 50		
St. Agricole	Montcalm	Q 11 00	25 00		
St. Albert	Russell	O 72 00	66 00		5 00
St. Albert	Drumm'd & Arthab'ka.	Q 94 25	44 00		5 00
St. Alexandre Station	St. Jean & Iberville	Q 73 50	36 00	*b*3 25	
St. Alexis	Bonaventure	Q 15 25	25 00		
St. Alexis de Montcalm	Montcalm	Q 215 29	82 00		5 00
St. Alexis des Monts	Maskinongé	Q 367 03	172 00		15 00
St. Almo	Victoria	N.B 35 00	25 00	6 00	
St. Alphonse	Joliette	Q 121 40	50 00		5 00
St. Alphonse de Caplan	Bonaventure	Q 86 64	44 00		
St. Alphonse de Granby	Shefford	Q 106 45	40 00		
St. Amand	Victoria	N.B 6 00	25 00		
St. Ambroise	Macdonald	M 30 50	25 00		
Ste. Amélie	Dauphin	M 129 26	25 00		
Ste. Amédée	Labelle	Q 105 02	57 00		2 50
St. Amour	Prescott	O 152 88	55 00		5 00
St. André de Restigouche	Bonaventure	Q 63 58	42 00		
St. André de Shédiac	Westmoreland	N.B 20 00	25 00		
*c*St. André Station	Kamouraska	Q 20 08	2 08		
St. Andrews	Selkirk	M 41 94	26 00		
St. Andrews	King's	P.E.I 5 00	25 00		
St. Andrews, West	Stormont	O 198 00	90 00		10 00
Ste. Angèle de Rimouski	Rimouski	Q 254 96	108 00		10 00
St. Anicet	Huntingdon	Q 247 65	106 00	8 00	10 00
Ste. Anne de la Pocatière, Station	Kamouraska	Q 115 65	42 00		
Ste. Anne de Kent	Kent	N.B 63 00	30 00		
Ste. Anne de Madawaska	Victoria	N.B 157 25	70 00		5 00
Ste. Anne de Prescott	Prescott	O 202 69	88 00		5 00
Ste. Anne de Sorel	Richelieu	Q 46 00	30 00		
Ste. Anne's	North Cape Breton & Victoria	N.S 48 98	25 00		
Ste. Anne's	Queen's	P.E.I 23 76	25 00		
St. Anselme	Westmoreland	N.B 19 75	25 00		
St. Antoine	Assa. East	Sask 43 85	25 00		
St. Anthony	Prince	P.E.I 21 25	25 00		
St. Antoine de Charlevoix	Charlevoix	Q 30 00	25 00		
St. Antonin	Témiscouata	Q 64 32	32 00		
Ste. Apolline de Patton	Montmagny	Q 36 30	25 00		
St. Armand, Centre	Missisquoi	Q 37 00	25 00		
St. Arsène	Témiscouata	Q 224 32	96 00		10 00
Ste. Augustine	Huron, W.R.	O 103 10	30 00		
St. Augustin, Saguenay	Chicoutimi & Saguenay.	Q 6 25	25 00		
Ste. Barbe	Huntingdon	Q 44 27	25 00		
St Barnabé, Rivière Yamaska	St. Hyacinthe	Q 112 30	62 00		5 00

*a*Including $20 night allowance. *b*Including 25c. arrears forward. *c*Opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Barthélemi, Station	Berthier ..... Q	80 25	28 50	.....	.....
St. Basile le Grand.	Chambly & Verchères.. Q	158 05	64 00	.....	5 00
St. Basile, station	Portneuf ..... Q	196 85	70 00	20 00	5 00
Ste. Béatrix	Joliette ..... Q	77 00	36 00	.....	.....
St. Benjamin	Dorchester ..... Q	51 43	*b*31 00	.....	.....
St. Benoit de Matapédia	Bonaventure ..... Q	16 00	25 00	.....	.....
St. Bernard, South	St. Jean & Iberville .. Q	20 00	25 00	.....	.....
St. Bernard	Digby ..... N.S	30 00	25 00	.....	.....
St. Blaise	St. Jean & Iberville... Q	130 28	44 00	.....	.....
Ste. Blandine	Rimouski ..... Q	80 20	32 00	.....	.....
St. Brieux	Humboldt ..... Sask	52 00	25 00	.....	.....
Ste. Brigitte d'Iberville	St. Jean & Iberville.... Q	158 15	70 00	.....	5 00
Ste. Brigitte, Station	St. Jean & Iberville.... Q	45 98	25 00	.....	.....
St. Bruno	Chambly & Verchères.. Q	162 43	46 00	14 00	5 00
St. Bruno de Kamouraska	Kamouraska ..... Q	153 95	50 00	.....	5 00
St. Bruno Station	Chambly & Verchères.. Q	40 55	25 00	.....	.....
St. Calixte de Kilkenny	Montcalm ..... Q	116 90	44 00	3 00	.....
Ste. Camille de Bellechasse	Bellechasse ..... Q	75 21	25 00	.....	.....
St. Canut	Two Mountains ..... Q	105 69	62 00	.....	5 00
St. Cassien des Caps	Charlevoix ..... Q	12 32	*c*45 00	.....	.....
Ste. Catherine	Queen's ..... P.E.I	18 94	25 00	.....	.....
Ste. Catherine, Baie	Chicoutimi & Saguenay. Q	230 17	102 00	.....	10 00
Ste. Catherine, Rivière	Shelburne & Queen's. N.S	18 00	25 00	.....	.....
Ste. Catherine, Station	Portneuf ..... Q	114 66	39 00	.....	.....
Ste. Cécile de Levrard	Nicolet ..... Q	80 96	40 00	.....	.....
Ste. Cécile de Masham	Wright ..... Q	226 15	92 00	.....	10 00
Ste. Cécile de Milton	Shefford ..... Q	85 00	44 00	.....	2 50
Ste. Cécile de Whitton	Compton ..... Q	180 60	*108 00	.....	10 00
Ste. Cécile Station	Compton ..... Q	78 30	25 00	.....	.....
St. Charles	Nipissing ..... O	265 85	96 00	.....	10 00
St. Charles	Macdonald ..... M	169 70	40 00	.....	.....
St. Charles	King's ..... P.E.I	10 00	25 00	.....	.....
St. Charles de Levrard	Nicolet ..... Q	62 86	55 00	.....	2 50
St. Charles de Montcalm	Montcalm ..... Q	17 95	25 00	.....	.....
Ste. Christine	Bagot ..... Q	100 75	50 00	.....	5 00
St. Chrysostôme	Prince ..... P.E.I	17 00	25 00	.....	.....
*a*St. Clair Siding	Essex, S.R. ..... O	.....	9 10	.....	.....
St. Claude	Richmond & Wolfe.... Q	52 48	30 00	.....	.....
St. Cléophas de Brandon	Joliette ..... Q	46 70	30 00	.....	.....
Ste. Clothilde de Châteauguay	Châteauguay ..... Q	64 89	28 00	.....	.....
St. Columba	North Cape Breton and Victoria. ..... N.S	10 00	25 00	.....	.....
St. Columbin	Two Mountains ..... Q	36 00	25 00	.....	.....
St. Côme	Joliette ..... Q	117 85	44 00	.....	5 00
Ste. Croix	York ..... N.B	68 00	26 00	.....	.....
Ste. Croix, Cove	Annapolis ..... N.S	21 00	25 00	.....	.....
St. Cuthbert Station	Berthier ..... Q	67 50	25 00	.....	.....
St. Cyprien	Témiscouata ..... Q	41 20	25 00	.....	.....
St. Cyr	Richmond & Wolfe.... Q	90 28	42 00	9 00	2 50
St. Cyriac	Chicoutimi & Saguenay. Q	35 25	25 00	.....	.....
St. Cyrille	Kent ..... N.B	12 00	25 00	.....	.....
St. Damase	St. Hyacinthe ..... Q	224 70	100 00	.....	10 00
St. Damase des Aulnaies	L'Islet ..... Q	73 70	34 00	.....	.....
St. Damien	Kent ..... N.B	9 00	25 00	.....	.....
St. Damien de Brandon	Berthier ..... Q	143 25	56 00	.....	5 00
St. Daniel	Macdonald ..... M	25 62	25 00	.....	.....
St. David de Lévis	Lévis ..... Q	151 30	52 00	.....	5 00

a Closed 11-11-05. *b* Including $6 night allowance. *c* Including $20 night allowance. * Including $16 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Didace	Maskinongé Q	134 18	70 00	3 00	5 00
St. Dominique de Bagot	Bagot Q	210 20	94 00		10 00
St. Dominique Station	Soulanges Q	61 58	25 00		
St. Donat de Montcalm	Montcalm Q	156 00	46 00		5 00
Ste. Dorothée	Laval Q	51 05	25 00		
St. Edmond de Berthier	Berthier Q	19 00	25 00		
St. Edouard de Frampton	Dorchester Q	17 84	25 00		
St. Edouard de Kent	Kent N.B	62 00	25 00		
St. Edouard de Napierville	Laprairie & Napierville Q	99 73	44 00		
St. Edwidge	Compton Q	264 88	80 00		5 00
St. Eléanor	Prince P.E.I	250 50	104 00		10 00
St. Eleuthère	Kamouraska Q	106 25	58 00		5 00
St. Elie	Three Riv. & St. Maurice Q	289 94	120 00		10 00
Ste. Elizabeth	Provencher M	50 85	25 00		
Ste. Elizabeth de Warwick	Drummond & Artha'ka. Q	81 01	45 00		5 00
St. Elmo	Glengarry O	81 71	44 00		2 50
St. Eloi Station	Témiscouata Q	75 51	25 00		
St. Elphège	Yamaska Q	137 00	*a*73 00		5 00
St. Elzéar de Ham	Richmond & Wolfe Q	22 75	25 00		
St. Elzéar de Laval	Laval Q	178 81	52 00		5 00
Ste. Emilie Junction	Joliette Q	30 00	25 00		
St. Emile de Montcalm	Montcalm Q	72 38	25 00		
St. Emile de Suffolk	Labelle Q	199 86	88 00	5 00	10 00
St. Ephrem Station	Beauce Q	86 10	44 00		5 00
St. Esprit	Richmond N.S	33 50	25 00		
St. Etienne de Beauharnois	Beauharnois Q	108 00	38 00		
St. Etienne de Bolton	Brome Q	87 97	40 00		
St. Etienne des Grès	Three Riv. & St. Maurice Q	193 13	60 00		5 00
St. Eugène de Grantham	Drummond & Artha'ka. Q	250 37	84 00	6 00	5 00
St. Eugène Mission	Kootenay B.C.	12 50	25 00		
St. Eusèbe de Cabano	Témiscouata Q	88 00	27 50		
St. Eustache	Macdonald M	111 88	62 00		5 00
St. Fabien	Kent N.B	21 00	25 00		
Ste. Famille de Demeules	Chicoutimi Q	25 91	25 00		
St. Faustin Station	Terrebonne Q	199 50	64 00		5 00
St. Félix	Souris M	6 00	25 00		
St. Féréol	Montmorency Q	55 65	25 00		
St. Fidèle	Charlevoix Q	101 71	46 00		5 00
Ste. Flavie	Rimouski Q	165 30	54 00		2 50
Ste. Florence	Rimouski Q	135 14	48 00		5 00
Ste. Flore Station	Three Riv. & St. Maurice Q	42 00	26 00		
St. Fortunat	Richmond & Wolfe Q	138 38	64 00	3 00	5 00
St. Francis Harbour	Guysborough N.S	31 44	25 00		
St. François de Kent	Kent N.B	60 68	25 00		
St. François d'Assise	Bonaventure Q	10 00	25 00		
St. François de Madawaska	Victoria N.B	177 43	60 00		*b* 10 00
St. François de Sales, Station	Laval Q	223 91	50 00		5 00
St. François d'Orléans	Montmorency Q	35 46	25 00		
Ste. Françoise	Témiscouata Q	52 71	25 00		
St. François Xavier	Macdonald M	124 38	72 00		5 00
St. François Xavier de Viger	Témiscouata Q	12 61	25 00		
St. François Xavier de Brompton	Richmond & Wolfe Q	139 88	62 00		5 00
St. Gabriel de Rimouski	Rimouski Q	237 80	108 00	3 00	10 00
St. George	Selkirk M	17 50	25 00		
St. George de Malbaie	Gaspé Q	56 40	28 00	*a* 3 50	
St. Georges	King's P.E.I	47 25	25 00		
St. George's Channel	Richmond N.S	36 50	*31 00		

a Including $12 night allowance. *b* Including $5 arrears rent. *a* Including 50c. arrears forward
* Including $6 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Gérard de Montarville	Labelle, Q	158 39	60 00	10 00	5 00
St. Gilbert	Portneuf, Q	49 20	30 00		
St. Gilbert	Prince, P.E.I	12 00	25 00		
St. Giles	Lotbinière, Q	117 24	52 00		5 00
St. Godfroy	Bonaventure, Q	127 10	c80 00	3 00	5 00
St. Grégoire	Kent, N.B	6 25	25 00		
St. Guillaume Station	Yamaska, Q	204 25	94 50		7 50
St. Hélène de Chester	Drummond & Artha'ka, Q	108 30	44 00		
St. Helen's	Huron, W.R., O	180 50	80 00		5 00
St. Hermas Station	Two Mountains, Q	64 00	30 00		
St. Herménégilde	Stanstead, Q	158 10	54 00	5 00	5 00
St. Hilaire	Victoria, N.B	28 25	25 00		
St. Hilaire de Dorset	Beauce, Q	9 98	25 00		
St. Hilaire du Lac St. Jean	Chicoutimi & Saguenay, Q	75 00	36 00		
St. Hilaire, Village	Rouville, Q	274 28	108 00		10 00
St. Hippolyte de Kilkenny	Terrebonne, Q	143 80	68 00		5 00
St. Ignace	Kent, N.B	46 42	25 00		
St. Ignace de Loyola	Berthier, Q	36 00	25 00		
St. Ignace de Québec	Québec, Q	5 45	25 00	*a* 1 25	
‡St. Irénée les Bains	Charlevoix, Q	65 00	30 00		
St. Isidore	Gloucester, N.B	76 11	48 00		5 00
St. Isidore de Bellevue	Humboldt, Sask	17 50	25 00		
St. Isidore de Gaspé	Gaspé, Q	6 25	25 00		
St. Isidore de Pontiac	Pontiac, Q	22 00	25 00		
St. Isidore Junction	Laprairie & Napierville, Q	96 17	55 00		2 50
St. Ives	Middlesex, E.R., O	27 00	25 00		
St. Jacques	Victoria, N.B	126 00	44 00		5 00
St. Jacques Nord	Montcalm, Q	43 95	25 00		
St. Jacques le Mineur	Laprairie & Napierville, Q	138 11	64 00		5 00
St. James	Macdonald, M	75 50	38 00		
St. James Park	City of London, O	§	§		
St. Janvier	Terrebonne, Q	150 25	73 00		5 00
St. Jean Baptiste	Kent, N.B	111 00	34 00		
St. Jean Baptiste de Rouville	Rouville, Q	199 05	86 00		5 00
St. Jean Chrysostôme, Lévis	Lévis, Q	108 50	54 00		5 00
St. Jean de Dieu	Témiscouata, Q	193 08	96 00		10 00
St. Jean de la Croix (sub-office)	Maisonneuve, Q	†	†		
St. Jean des Piles	Champlain, Q	107 07	46 00		5 00
St. Jean Port Joli Station	L'Islet, Q	38 00	25 00		
St. Joachim de Courval	Yamaska, Q	57 91	42 00		
St. Joachim de Shefford	Shefford, Q	76 14	44 00		
St. Jean, West	Welland, O	74 62	25 00		
St. Joseph	Antigonishe, N.S	74 45	28 00		
St. Joseph	Provencher, M	48 25	25 00		
St. Joseph de Kent	Kent, N.B	12 00	25 00		
St. Joseph de Lepage	Rimouski, Q	45 96	30 00		
St. Joseph de Lévis	Lévis, Q	141 30	52 00		5 00
St. Joseph de Mékinac	Champlain, Q	31 64	25 00		
St. Joseph de Nicolet	Nicolet, Q	41 10	25 00		
St. Joseph de Sorel	Richelieu, Q	220 00	92 00		10 00
St. Joseph du Lac	Two Mountains, Q	101 14	36 00	3 00	
St. Jovite Station	Terrebonne, Q	109 07	74 00		5 00
Ste. Julie de Verchères	Chambly & Verchères, Q	139 55	60 00		5 00
Ste. Julien	Humboldt, Sask	16 00	25 00		
Ste. Julienne Station	Montcalm, Q	21 00	38 00		
Ste. Julie Station	Mégantic, Q	216 93	84 00	5 00	5 00
St. Lambert de Lévis	Lévis, Q	114 10	70 00	7 00	5 00

§ For Revenue, &c., see Appendix C, London sub-offices, &c. † For Revenue, &c, see Appendix C, Montreal sub-offices, &c. *c* Including $12 night allowance. ‡ Summer office. *a* Including 50c. arrears forward.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Lawrence	Frontenac O	25 00	25 00		
St. Lazare	Marquette M	78 62	25 00		
St. Lazare de Vaudreuil	Vaudreuil Q	125 88	64 00		5 00
St. Lazare Station	Vaudreuil Q	28 10	25 00		
St. Léandre	Rimouski Q	31 98	26 50		
St. Léon	Macdonald M	74 73	40 00		
St. Leolin	Gloucester N.B	38 45	25 00		
St. Léon Hot Springs	Kootenay B.C	83 53	32 00		
St. Léonard de Chicoutimi	Chicoutimi & Saguenay Q	18 67	25 00		
St. Léonard de Port Maurice	Laval Q	63 00	25 00		
St. Léonard Station	Victoria N.B	341 95	150 00	4 00	15 00
St. Léon le Grand	Rimouski Q	80 45	36 00		
St. Liguori	Montcalm Q	118 77	44 00		5 00
St. Louis	Prince P.E.I	211 50	62 00	11 00	5 00
St. Louis	Humboldt Sask	67 79	30 00		
St. Louis de Bonsecours	Richelieu Q	72 75	36 00		
St. Louis de Champlain	Champlain Q	77 50	25 00		
St. Louis Station	Beauharnois Q	87 26	46 00		5 00
St. Luc	Kent N.B	6 25	25 00		
St. Luc	St. John's & Iberville Q	69 00	32 00		
St. Luc de Matane	Rimouski Q	53 01	26 50		
Ste. Luce	Rimouski Q	65 72	50 00		
Ste. Lucie de Doncaster	Terrebonne Q	158 47	70 00	8 00	5 00
aSt. Lucien	Drummond & Art'baska Q	28 16	10 41		
St. Majorique	Drummond & Art'baska Q	70 00	25 00		
St. Malo	Compton Q	212 12	84 00		5 00
St. Malo	Provencher M	148 46	70 00		5 00
St. Malo Station	Compton Q	95 80	42 00		
St. Marcel de L'Islet	L'Islet Q	116 66	36 00		
St. Marcel de Richelieu	Richelieu Q	96 08	50 00		5 00
Ste. Margaret's	King's P.E.I	33 48	25 00		
Ste. Marguerite Station	Terrebonne Q	39 00	30 00		
Ste. Marie de Blandford	Nicolet Q	77 14	40 00		
Ste. Marie de Charlevoix	Charlevoix Q	8 10	25 00		
Ste. Marie de Ste. Marthe	Vaudreuil Q	71 75	25 00		
Ste. Marie Salomée	Montcalm Q	84 00	32 00		
St. Marks	Macdonald M	26 00	25 00		
Ste. Marthe	Vaudreuil Q	193 00	84 00		5 00
Ste. Mary's	Assa. West Sask	16 00	25 00		
Ste. Mary's of Ely	Shefford Q	22 50	25 00		
Ste. Mary's River	Guysborough N.S	28 00	25 00		
Ste. Mary's Road	King's P.E.I	19 00	25 00		
Ste. Mary's Road East	King's P.E.I	8 00	25 00		
St. Mathias	Rouville Q	121 69	60 00		5 00
St. Mathieu	Rimouski Q	146 03	66 00		5 00
St. Maure	Restigouche N.B	7 00	25 00		
St. Maurice	Kent N.B	7 00	25 00		
St. Maxime	Beauce Q	66 41	28 50		
Ste. Mélanie	Joliette Q	96 48	48 00		5 00
St Michel	Victoria N.B	15 00	25 00		
St. Michel de Napierville	Laprairie & Napierville Q	258 88	114 00	12 00	10 00
St. Michel de Rougemont	Rouville Q	182 35	52 00		5 00
St. Michel des Saints	Berthier Q	187 36	68 00		5 00
St. Michel de Wentworth	Argenteuil Q	20 00	25 00		
St. Michel Station	Laprairie & Napierville Q	44 86	25 00		
Ste. Modeste	Témiscouata Q	90 13	32 00		
St. Moïse	Rimouski Q	134 85	58 00		5 00
Ste. Monique des Deux Montagnes	Two Mountains Q	150 16	55 00		5 00

a Opened 1-2-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Nazaire	Bagot, Q	203 00	88 00		00
St. Nazaire de Buckland	Dorchester, Q	40 91	*34 16		
St. Nérée	Bellechasse, Q	131 26	64 00		5 00
St. Nicolas	Lévis, Q	174 63	78 00	10 00	5 00
St. Nicolas East	Lévis, Q	31 70	25 00		
St. Norbert	Kent, N.B	58 30	25 00		
St. Norbert Station	Berthier, Q		25 00		
St. Ola	Hastings, E.R., O	214 31	70 00		5 00
St. Omer	Bonaventure, Q	147 38	88 00		10 00
St. Onésime	Kamouraska, Q	92 13	38 00		
St. Onge	Russell, O	252 00	104 00		10 00
St. Ouens	Selkirk, M	53 89	52 00		5 00
St. Ours Lock	Richelieu, Q	80 00	36 00		
St. Patrick	Simcoe, E.R., O	9 25	25 00		
St. Patrick	Témiscouata, Q	73 00	**64 00		
St. Patrick's Channel	North Cape Breton and Victoria, N.S	12 00	†29 00		
St. Patrick's Road	King's, P.E.I	5 00	25 00		
St. Paul de la Croix	Témiscouata, Q	77 00	38 00		2 50
St. Paul de Métis	Edmonton, Alta	36 25	25 00		
St. Paul d'Industrie	Joliette, Q	67 50	29 50		
St. Paul East	Montmagny, Q	21 83	25 00		
St. Paul's	Pictou, N.S	28 00	25 00		
*d*St. Paul's Island	North Cape Breton and Victoria, N.S	4 00	25 00		
St. Paul's Station	Perth, S.R., O	110 37	36 00	16 00	
St. Philippe de Chester	Drummond & Artha'ka Q	83 39	35 00		
St. Philippe de Laprairie	Laprairie & Napierville Q	324 35	120 00	15 00	10 00
b St. Philomène Station	Chateauguay, Q	14 50	16 67		
St. Pie	Provencher, M	10 00	25 00		
St. Pie de Guire	Yamaska, Q	142 49	72 00		5 00
St. Pierre	Kent, N.B	21 00	25 00		
St. Pierre de Charlesbourg	Quebec, Q	39 58	25 00		
c St. Pierre de Sorel	Richelieu, Q	15 00	10 41		
St. Pierre de Wakefield	Wright, Q	56 16	25 00		
St. Pierre d'Orléans	Montmorency, Q	47 87	25 00		
St. Polycarpe, Junction	Soulanges, Q	81 50	42 00		
St. Raphaël	Prince, P.E.I	15 00	25 00		
St. Raphaël West	Glengarry, O	182 97	88 00		5 00
a St. Raymond	Provencher, M	23 73	18 75		
St. Rédempteur	Vaudreuil, Q	87 95	44 00		
St. Régis	Huntingdon, Q	34 21	25 00		
St. Robert	Richelieu, Q	130 00	62 00		5 00
St. Roch de Richelieu	Richelieu, Q	147 86	68 00		5 00
St. Romain	Compton, Q	155 91	*b*106 00		5 00
Ste. Rosalie	Bagot, Q	147 75	60 00		5 00
Ste. Rose	Inverness, N.S	29 30	25 00		
Ste. Rose de Lima	Wright, Q	190 00	92 00	18 00	10 00
Ste. Rose de Watford	Dorchester, Q	91 66	44 00	3 00	
St. Rosette	Gloucester, N.B	17 00	25 00		
St. Sabine	St. Johns & Iberville, Q	45 00	25 00		
St. Samuel de Horton	Nicolet, Q	75 32	44 00		
St. Samuel Station	Compton, Q	43 00	25 00		
St. Sébastien	St. Johns & Iberville, Q	377 85	‡144 00	3 00	15 00
St. Sébastien Station	Beauce, Q	44 00	28 00		
St. Sévère	Three Riv. & St. Maurice Q	141 19	81 00		7 50

a Opened 1-10-05. *b* Opened 1-11-05. *c* Opened 1-2-06. *d* Summer office. *Including $4.16 night allowance. **Including $20 special salary. †Including $4 night allowance. *b* Including $20 night allowance. ‡ Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Sévérin de Beaurivage	Beauce Q	91 40	60 00		5 00
St. Siméon	Charlevoix Q	143 56	*66 00		5 00
St. Simon	Gloucester N.B	14 00	25 00		
St. Sixte	Labelle Q	112 90	c57 00		5 00
Ste. Sophie de Lacorne	Terrebonne Q	98 42	48 00		5 00
Ste. Sophie de Mégantic	Mégantic Q	126 00	55 00		5 00
St. Stanislas	Chicoutimi & Saguenay Q	6 25	25 00		
St. Sulpice	L'Assomption Q	30 75	25 00		
St. Sylvestre, West	Lotbinière Q	89 45	52 00	6 00	5 00
St. Tercsa	King's P.E.I	74 54	36 00		
St. Théodore	Montcalm Q	209 90	60 00		5 00
St. Théodore d'Acton	Bagot Q	227 10	110 00		10 00
Ste. Théodosie	Chambly & Verchères. Q	111 00	54 00		5 00
St. Théophile	Beauce Q	91 43	38 00		
Ste. Thérèse	Russell O	37 72	25 00		
St. Thomas	Carleton N.B	8 00	25 00		
St. Thomas d'Aquin	St. Hyacinthe Q	41 00	25 00	3 00	
St. Thomas de Joliette	Joliette Q	150 00	60 00		5 00
St. Thomas de Kent	Kent N.B	28 00	25 00		
St. Thuribe	Portneuf Q	116 87	58 00		5 00
St. Timothée	Beauharnois Q	269 86	108 00		10 00
St. Timothy	Prince P.E.I	17 00	25 00		
St. Tite des Caps	Montmorency Q	169 89	†90 00		5 00
St. Urbain de Châteauguay	Châteauguay Q	116 84	50 00		5 00
St. Valentin	St. Johns & Iberville Q	225 83	82 00	20 00	5 00
St. Valère de Bulstrode	Drummond & Artha'ka. Q	111 15	53 00		2 50
St. Valérien	Shefford Q	263 91	100 00		7 50
St. Valérien de Rimouski	Rimouski Q	96 85	34 00		
St. Véronique	Labelle Q	64 14	25 00		
St. Victoire	Richelieu Q	91 00	44 00		
St. Victor Station	Beauce Q	122 09	c66 00		5 00
St. Vital	Provencher M	48 82	25 00		
St. Vital, East	Provencher M	2 50	25 00		
St. Yvon	Gaspé Q	47 40	25 00		
St. Zénon	Berthier Q	108 25	36 00		
St. Zotique	Soulanges Q	116 65	52 00		5 00
a Sable	Middlesex, N.R O	8 91	21 35		
Sable River	Shelburne & Queen's. N.S	237 11	72 00	16 00	5 00
Sable River, West	Shelburne & Queen's. N.S	99 41	28 00		
Sabrevois	St. John's & Iberville Q	168 20	90 00		10 00
Sacré Cœur de Marie	Mégantic Q	102 75	43 00		2 50
Sacred Heart	Edmonton Alta	17 72	25 00		
Saddle Lake	Edmonton Alta	103 70	40 00	10 00	
Sadowa	Victoria & Haliburton. O	23 44	25 00		
Sahanatien	Muskoka O	11 00	25 00		
Sailor's Hope	King's P.E.I	16 00	25 00		
Saintfield	Ontario, S.R O	143 73	66 00		5 00
Saints Anges	Beauce Q	71 82	40 00		
Saintsbury	Middlesex, N.R O	15 25	25 00		
Salem	Wellington, S.R O	283 88	105 00		10 00
Salem	King's & Albert N.B	19 00	25 00		
Salem	Cumberland N.S	27 10	25 00	3 00	
Salem	Yarmouth N.S	208 50	100 00		5 00
Salem Corners	Victoria & Haliburton. O	36 32	25 00		
Salem Road	South Cape Breton N.S	24 98	25 00		
Salford	Oxford, S.R O	136 10	56 00		5 00
Salina	King's & Albert N.B	6 25	25 00		

a Closed 20-1-06. *c* Including $12 night allowance. * Including $10 night allowance. † Including $24 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Salisbury	Bruce, S.R ....O	23 00	25 00	.....	.....
Salkeld	Charlotte....N.B	39 00	25 00	.....	.....
Salmon Bay	Chicoutimi & Saguenay.Q	11 70	25 00	.....	.....
Salmon Beach	Gloucester ....N.B	22 00	25 00	.....	.....
Salmon Creek	Sunbury & Queen's..N.B	37 50	25 00	.....	.....
Salmondale	Sunbury & Queen's..N.B	21 10	25 00	.....	.....
Salmonhurst	Victoria....N.B	88 65	36 00	8 00	.....
Salmon Point	Prince Edward....O	44 88	25 00	.....	.....
Salmon River	St. John.. ....N.B	41 00	25 00	.....	.....
Salmon River	South Cape Breton..N.S	13 00	25 00	.....	.....
Salmon River Lake	Guysborough....N.S	17 00	25 00	.....	.....
Saltford	Huron, W.R....O	238 95	88 00	.....	10 00
b Saltaux	Strathcona....Alta	12 08	8 33	.....	.....
Saltoun	Qu'Appelle....Sask	50 49	94 00	.....	7 50
Salt Springs	King's & Albert ....N.B	31 00	25 00	.....	.....
Salt Springs	Pictou....N.S	108 50	52 00	7 00	5 00
Salt Springs	Antigonishe....N.S	11 00	25 00	9 00	.....
Salt Springs Station	Cumberland....N.S	77 26	38 00	.....	.....
Sambro	Halifax....N.S	189 58	92 00	.....	10 00
Samsonville	Richmond ....N.S	13 56	25 00	.....	.....
Sanborn	Richmond & Wolfe....Q	23 17	25 00	.....	.....
Sancte Andrea	Assa, East....Sask	5 00	25 00	3 00	.....
Sand Bay	Leeds ....O	12 00	25 00	.....	.....
Sand Beach	Yarmouth....N.S	6 00	25 00	.....	.....
Sandfield	Algoma, E.R....O	120 71	39 00	.....	.....
Sandford	Ontario, N.R ....O	148 00	66 00	.....	5 00
Sandford	Yarmouth....N.S	78 73	35 00	.....	.....
Sand Hill	Compton....Q	25 00	25 00	.....	.....
Sandhurst	Lennox & Addington ..O	67 50	30 00	.....	.....
Sandilands	Provencher....M	51 78	38 00	.....	.....
Sand Lake	Parry Sound....O	46 00	25 00	.....	.....
Sandown	Prescott ....O	47 18	25 00	.....	.....
Sand Point	Guysborough....N.S	25 90	25 00	.....	.....
Sand Point Road	St. John....N.B	*	*	.....	.....
a Sandridge	Dauphin....M	20 40	14 58	.....	.....
Sandringham	Stormont....O	84 27	37 00	.....	.....
Sand River	Cumberland....N.S	142 49	69 00	.....	5 00
Sandusk	Haldimand....O	76 22	30 00	.....	.....
Sandwick	Comox-Atlin....B.C	177 35	72 00	.....	5 00
Sandy Beach Centre	Gaspé....Q	263 00	132 00	.....	15 00
Sandy Bay	Dauphin....M	19 10	25 00	.....	.....
Sandy Point	Shelburne & Queen's..N.S	223 00	84 00	.....	5 00
Sangster	Frontenac....O	21 25	25 00	.....	.....
Sapton	Selkirk ....M	57 35	25 00	3 00	.....
Saraguayville	Jacques Cartier ....Q	11 68	25 00	.....	.....
Sarepta	Huron, S.R....O	75 50	36 00	.....	.....
Sargent	Northumberland....N.B	10 00	25 00	.....	.....
Sarginson	Hastings, W.R....O	25 00	25 00	.....	.....
Saron	Strathcona....Alta	42 44	25 00	.....	.....
Sarsfield	Russell ....O	146 00	85 50	8 00	7 50
Sartell	King's & Albert....N.B	17 00	25 00	.....	.....
Sarty's	Lunenburg....N.S	13 00	25 00	.....	.....
Saskatchewan Landing	Assa. West....Sask	73 89	30 00	.....	.....
Saturna	Nanaimo....B.C	115 35	50 00	.....	5 00
Sauble Falls	Bruce, N.R....O	36 19	30 00	.....	.....
Saulnierville Station	Digby....N.S	56 50	25 00	.....	.....
Sault à la Puce	Montmorency....Q	45 00	25 00	.....	.....

a Opened 1-12-05. *b* Opened 1-3-06. * For Revenue, &c., *see* Appendix C, under St. John Sub-Offices, &c.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Saurin	Simcoe, N.R.—O	34 90	25 00		
Savage Harbour	King's—P.E.I	11 25	25 00		
Savage's Mills	Shefford—Q	58 50	28 00		
Savanne	Thunder Bay & Rainy R.—O	383 75	*202 50		17 50
d Savoie	Megantic—Q	22 69	16 67		
Savona	Yale & Cariboo—B.C	254 58	†133 82		10 00
Savoy	Northumberland—N.B	18 69	25 00		
Savoy Landing	Gloucester—N.B	17 60	25 00		
Sayers	Sask—Sask	216 10	25 00		
Scadouc	Westmoreland—N.B	30 00	25 00		
Scandinavia	Marquette—M	66 52	28 00	3 00	
b Scanterbury	Selkirk—M	15 67	20 83		
Scarborough Junction	York, C.R.—O	177 46	80 00		5 00
Scarsdale	Lunenburg—N.S	29 00	25 00		
Scatarie Island	South Cape Breton—N.S	20 43	25 00		
Schutt	Renfrew, S.R.—O	41 80	25 00		
a Schwartz	Pontiac—Q	47 92	22 91		
Schyan	Pontiac—Q	189 16	105 00		10 00
Science Hill	Perth, S.R.—O	38 54	25 00		
b Scona	Strathcona—Alta	22 33	20 83		
Scotch Bay	Dauphin—M	44 72	25 00	12 00	
Scotch Block	Halton—O	40 32	25 00		
Scotchfort	Queen's—P.E.I	13 00	25 00		
Scotch Hill	Inverness—N.S	13 00	25 00		
Scotch Lake	York—N.B	16 42	25 00		
Scotch Lake	North Cape Breton and Victoria—N.S	24 20	25 00		
Scotch Line	Lanark, S.R.—O	75 95	32 00		
Scotch Ridge	Charlotte—N.B	30 25	25 00		
Scotch Road	Argenteuil—Q	40 00	25 00		
Scotch Settlement	Westmoreland—N.B	14 00	25 00		
Scotch Town	Sunbury & Queen's—N.B	28 92	25 00		
Scotch Weedon	Compton—Q	26 75	25 00		
Scotia	Parry Sound—O	125 64	42 00		
Scotsburn	Pictou—N.S	16 25	25 00		
Scotsville	Inverness—N.S	30 00	25 00	3 00	
Scott Brook	Charlotte—N.B	27 96	25 00		
c Scott Mills	York—N.B	47 75	19 85		
Scott's Bay	King's—N.S	102 00	48 00		5 00
Scott's Bay Road	King's—N.S	25 25	25 00		
Scottsmore	Missisquoi—Q	37 00	25 00		
Scottsville	Middlesex, E.R.—O	33 49	25 00		
Scribner	King's & Albert—N.B	12 00	25 00		
Scudder	Essex, S.R.—O	93 54	53 00		5 00
Scugog	Ontario, S.R.—O	42 30	25 00		
Seebright	Halifax—N.S	90 44	38 00		
Sea Cow Pond	Prince—P.E.I	16 60	25 00		
Sea Dog Cove	King's & Albert—N.B	12 00	25 00		
Seafoam	Pictou—N.S	25 82	25 00		
Seaforth	Halifax—N.S	104 53	40 00		
Seagrave	Ontario, S.R.—O	285 34	120 00		10 00
Sea Gull	Algoma, W.R.—O	28 14	25 00		
Seal Cove	Charlotte—N.B	229 98	95 00		10 00
Seal Cove	Gaspé—Q	65 41	44 00		
Seal Harbour	Guysborough—N.S	28 70	25 00		
Seal Island	Shelburne & Queen's—N.S	45 50	25 00		
Seamo	Dauphin—M	60 12	36 00	10 00	

a Opened 1-8-05. *b* Opened 1-9-05. *c* Opened 15-9-05. *d* Opened 1-11-05. * Including $20 night allowance. † Including $17.82 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Searletown	Prince P.E.I	75 42	29 50		
Sea Side	Restigouche N.B	12 50	25 00		
Seaview	Richmond N.S	9 60	25 00		
Seaview	St. John N.B	9 00	25 00		
Sea View	Queen's P.E.I	95 67	48 00		5 00
Sebright	Ontario, N.R. O	182 06	80 00	5 00	5 00
Sechelt	Comox-Atlin. B.C	145 86	40 00		
Seckerton	Lambton, W.R. O	38 75	35 00		
Second Falls	Charlotte N.B	29 94	25 00		
Second Peninsula	Lunenburg N.S	6 00	25 00		
Second Westcock	Westmoreland N.B	5 00	25 00		
Sedley	Qu'Appelle Sask	357 30	80 00	3 00	5 00
Seeburn	Marquette M	17 45	25 00		
Seely	Muskoka O	23 96	25 00		
Seeley's Cove	Charlotte N.B	26 00	25 00		
Sefferensville	Lunenburg N.S	17 00	25 00		
Selby	Lennox & Addington O	207 91	78 00		5 00
Selfridge Corner	King's N.S	*b* 6 00			
Selkirk Road	Queen's P.E.I	9 00	25 00		
Sellarville	Bonaventure Q	30 02	25 00		
Selmah	Hants N.S	121 22	60 00		5 00
Selton	Kent, E.R. O	56 19	42 50		2 50
Selwood	Restigouche N.B	22 25	25 00		
Selwyn	Peterborough, W.R. O	160 00	77 00	3 00	5 00
Semiwagan Ridge	Northumberland N.B	8 00	25 00		
Seven Islands	Chicoutimi & Saguenay Q	149 52	66 00		5 00
Seven Mile Ridge	Restigouche N.B	6 50	25 00		
Seven Persons	Assa. West Alta	77 06	32 00		
Sevogle	Northumberland N.B	30 00	25 00		
Sewell	Portage la Prairie M	19 78	27 50		
Shad Bay	Halifax N.S	8 25	25 00		
Shadeland	Lisgar M	42 22	25 00		
Shady Nook	Renfrew, N.R. O	37 09	25 00		
Shag Harbour	Shelburne & Queen's N.S	122 01	54 00		5 00
Shamrock	Renfrew, S.R. O	70 44	30 00	7 00	
Shamrock	Prince P.E.I	24 96	25 00		
Shanawan	Macdonald M	103 36	25 00		
Shandro	Edmonton Alta	29 00	25 00		
Shanick	Hastings, W.R. O	30 73	25 00		
Shanklin	St. John N.B	50 35	26 00		
Shanly	Grenville O	215 46	82 00		5 00
a Shannon	Portneuf Q	10 00	14 58		
Shannon	Sunbury & Queen N.B	74 90	34 00		
Shannon Hall	Muskoka C	8 00	25 00		
Shannonvale	Restigouche N.B	18 00	25 00		
Shanty Bay	Simcoe, N.R. O	209 51	95 00	5 00	5 00
Sharp	King's & Albert N.B	13 00	25 00		
Sharp Corners	Lennox & Addington O	19 91	25 00		
Sharpton	Frontenac O	13 00	25 00		
Shawanaga	Parry Sound O	5 00	25 00		
Shaw Brook	Westmoreland N.B	4 00	25 00		
Shawnigan Lake	Nanaimo B.C	272 96	114 00		10 00
Shawenegan Junction	ThreeRiv.& St.Maurice Q	120 34	58 00		5 00
Sheba	Sunbury & Queen's N.B	27 25	25 00		
Shebeshekong	Parry Sound O	26 00	25 00	3 00	
Shediac Bridge	Westmoreland N.B	69 75	38 00	3 00	
Shediac River	Westmoreland N.B	2 00	25 00		
Shediac Road	Westmoreland N.B	35 00	25 00		

a Opened 1-12-05. *b* Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sheenborough	Pontiac.....Q	233 68	82 00	7 00	5 00
Sheet Harbour Road	Halifax.....N.S	19 36	25 00	.....	.....
Sheffield	Wentworth.....O	232 33	108 00	.....	10 00
Sheffield Academy	Sunbury & Queen's..N.B	96 45	44 00	.....	5 00
Sheffield Mills	King's.....N.S	178 36	60 00	.....	5 00
Sheffield Mills Station	King's.....N.S	110 12	32 00	.....	.....
Sheffington	Shefford.....Q	27 00	25 00	.....	.....
Shefford Mountain	Shefford.....Q	14 00	25 00	.....	.....
Shefford Vale	Shefford.....Q	15 00	25 00	.....	.....
Sheila	Gloucester.....N.B	124 88	90 00	.....	5 00
Sheldon	Simcoe, S.R.....O	60 98	36 00	.....	.....
Sheldrake	Chicoutimi & Saguenay Q	16 80	25 00	.....	.....
Shell-Brook	Sask.....Sask	227 20	78 00	.....	5 00
Shellmouth	Marquette.....M	255 56	112 00	3 00	10 00
Shenley East	Beauce.....Q	49 56	25 00	.....	.....
Shenston	Thunder Bay & Rainy River.....O	40 85	25 00	.....	.....
Shenstone	King's & Albert.....N.B	25 00	25 00	.....	.....
Shepard	Calgary.....Alta	133 59	25 00	.....	.....
Shepody Road	King & Albert.....N.B	9 00	25 00	.....	.....
Sheppardton	Huron, W.R.....O	62 28	30 00	.....	.....
Sheppardville	Souris.....M	15 00	25 00	.....	.....
Sheridan	Halton.....O	163 60	82 50	.....	5 00
Sherlock	King & Albert.....N.B	8 50	25 00	.....	.....
Sherman Road	King & Albert.....N.B	4 00	25 00	.....	.....
Sherrington	Laprairie & Napierville Q	305 42	116 00	.....	10 00
Sherwood	York, C.R.....O	45 85	25 00	.....	.....
Sherwood Spring	Brockville.....O	23 00	25 00	.....	.....
Shetland	Lambton, E.R.....O	151 44	80 00	.....	5 00
Shields	Renfrew, N.R.....O	42 40	25 00	.....	.....
Shigawake	Bonaventure.....Q	211 26	*b* 104 00	.....	5 00
a Shillingthorpe	Mackenzie.....Sask	17 08	20 83	.....	.....
Shiloh	Wellington, S.R.....O	15 00	25 00	.....	.....
Shilson	Souris.....M	18 50	25 00	.....	.....
Shinimecas Bridge	Cumberland.....N.S	75 65	32 00	3 00	.....
Shinnickburn	Northumberland.....N.B	25 00	25 00	.....	.....
Shiperlay	Macdonald.....M	39 45	25 00	.....	.....
Ship Harbour	Halifax.....N.S	211 00	99 00	.....	7 50
Ship Harbour Lake	Halifax.....N.S	81 50	64 00	18 00	5 00
Shipka	Huron, S.R.....O	66 46	41 00	.....	2 50
Shipley	Perth, N.R.....O	34 43	25 00	.....	.....
Shippigan Gully	Gloucester.....N.B	12 00	25 00	.....	.....
Shippigan Island	Gloucester.....N.B	32 98	25 00	.....	.....
Shipshaw	Chicoutimi & Saguenay Q	24 20	25 00	.....	.....
Shirley	Ontario, S.R.....O	1 00	25 00	.....	.....
Shirley	Nanaïmo.....B.C	34 18	25 00	.....	.....
Shirley Settlement	Sunbury & Queen's..N.B	1 00	25 00	.....	.....
Shogamoc	York.....N.B	18 69	25 00	.....	.....
Short Beach	Yarmouth.....N.S	33 75	25 00	.....	.....
Shortholme	Sunbury & Queen's..N.B	11 00	25 00	.....	.....
Shortreed	New Westminster...B.C	42 20	25 00	.....	.....
Shorts Point	Yale & Cariboo.....B.C	83 84	25 00	.....	.....
Shouldice	Grey, N.R.....O	13 00	25 00	.....	.....
Shrewsbury	Argenteuil.....Q	48 35	28 00	.....	.....
Shrigley	Dufferin.....O	61 00	32 00	.....	.....
Shrubland	Brandon.....M	.....	25 00	.....	.....
Shulie	Cumberland.....N.S	136 70	106 00	.....	10 00

a Opened 1-9-05. *b* Including $18 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electorial District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Reut Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shunacadie	North Cape Breton & Victoria, N.S	37 65	25 00	3 00	
Shuswap	Yale & Cariboo, B.C	199 10	*c* 90 00		5 00
Sicamous	Yale & Cariboo, B.C	429 44	174 00		15 00
Sidney Crossing	Hastings, W.R., O	135 23	54 00		5 00
Siegas	Victoria, N.B	83 75	32 00		
Siglunes	Dauphin, M	13 00	25 00		
Sight Point	Inverness, N.S	18 00	25 00		
Signai	Chicoutimi & Saguenay Q	33 75	25 00		
Silcote	Grey, N.R., O	25 90	25 00		
Sillikers	Northumberland, N.B	37 98	25 00		
Sillsville	Lennox & Addington, O	48 98	25 00		
Siloam	Ontario, N.R., O	79 06	28 50		
Silton	Assa. West, Sask	24 40	25 00		
Silver Beach	Victoria, N.B	9 00	25 00		
Silver Creek	Marquette, M	8 00	25 00		
Silver Creek	Yale & Cariboo, B.C	49 50	25 00		
Silverdale	Lincoln, O	26 19	25 00		
Silverdale	New Westminster, B.C	52 65	30 00		
Silverdale Station	Lincoln, O	83 00	36 00	7 00	
Silver Grove	Sask., Sask	29 63	25 00		
Silver Hill	Norfolk, O	75 00	40 00	4 00	
Silver Lake	Peterborough, W.R., O	18 00	25 00		
Silver Mountain	Thunder B. & Rainy Riv. O	74 89	25 00		
Silver Plains	Provencher, M	79 40	38 00	4 00	
Silver Water	Algoma, E.R., O	79 50	40 00	5 00	
Simard	Chicoutimi & Saguenay Q	24 88	25 00		
Simcoe Island	Frontenac, O	3 00	25 00		
b Similkameen	Yale & Cariboo, B.C	12 00	4 16		
Simmons	Wright, Q	45 80	26 00		
Simpson Corner	Lunenburg, N.S	51 40	25 00		
Sinclair	Kootenay, B.C	18 75	25 00		
Sinclairville	Wentworth, O	58 00	25 00		
Sine	Hastings, W.R., O	103 40	38 00	5 00	
Sinnott's Road	King's, P.E.I	18 75	25 00		
Sion	Edmonton, Alta	62 19	25 00		
Sirdar	Kootenay, N.B	193 42	72 50		5 00
a Sisley	Sask., Sask	31 42	13 75		
Sissiboo Falls	Digby, N.S	13 00	25 00		
Sisson Ridge	Victoria, N.B	12 50	25 00		
Six Mile Brook	Pictou, N.S	28 15	25 00		
Six Mile Road	Cumberland, N.S	17 00	25 00		
‡ Six Mile Lake	Parry Sound, O	16 50	25 00		
Six Nations	Brant, O	37 15	25 00		
Six Portages	Wright, Q	44 16	25 00		
Six Roads	Gloucester, N.B	40 00	25 00	3 00	
Sixteen Island Lake	Argenteuil, Q	204 00	60 00		5 00
d Sixty-nine Corners	Brant, O	6 00	2 08		
Skafse	Strathcona, Alta	53 50	38 00	10 00	
Skalholt	Portage la Prairie, M	15 00	25 00		
Skaro	Edmonton, Alta	44 20	25 00		
Skibo	Algoma, E.R., O	24 14	25 00		
Skibbereen	Northumberland, W.R. O	20 75	25 00		
Skibbereen	Assa. West, Sask	90 86	38 00		
Skidegate	Comox-Atlin, B.C	71 20	25 00		
Skinner's Pond	Prince, P.E.I	19 00	25 00		
Skipness	Bruce, N.R., O	13 00	25 00		

a Closed 18-1-06. *b* Opened 1-5-06. *c* Including $12 night allowance. ‡ Summer office.
d Opened 1-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Skir Dhu	N. Cape Bret. & Vic. N.S	23 20	25 00		
Skull Creek	Assa. West	57 70	25 00		
Skye	Prescott O	38 97	25 00		
Sky Glen	Inverness N.S	28 00	*31 00		
Sky Mountain	Inverness N.S	18 60	25 00		
*b*Slager	Qu'Appelle Sask	41 04	14 58		
Slahaltkan	Yale and Cariboo B.C	††10 00			
Slate Falls	Lennox & Addington O	19 00	25 00		
Slate River Valley	Thunder B. & Rainy R. O	53 55	25 00		
Slatington	Richmond & Wolfe Q	25 92	25 00	3 00	
*d*Sleeman	Thunder B. & Rainy R. O	25 00	2 08		
*a*Sleipner	Humboldt Sask	106 75	22 91		
Sleswick	Peel O	24 06	25 00		
Slocan Junction	Kootenay B.C	240 37	60 00		5 00
*c*Sluggett	Mackenzie Sask	16 00	6 25		
Slugget	Nanaimo B.C	20 00	25 00		
Sluice Point	Yarmouth N.S	42 41	25 00		
Smithdale	Simcoe, N.R O	57 62	28 00		
Smithfield	Northumberland, E.R. O	239 06	96 00		10 00
Smithfield	Guysborough N.S	21 50	**43 00		
Smith's	Westmoreland N.B	172 00	90 00		10 00
Smith's Corner	Kent N.B	26 00	25 00		
Smith's Corners	Pontiac Q	25 00	25 00		
Smith's Cove	Digby N.S	232 71	95 00		5 00
Smith's Creek	King's & Albert N.B	19 98	25 00		
Smith Town	King's & Albert N.B	18 71	25 00		
Smithsville	Shelburne & Queen's N.S	46 00	25 00		
Smoky Falls	Nipissing O	74 00	32 00		
Snake Creek	Marquette M	29 60	25 00		
Snake River	Renfrew, N. R O	73 45	40 00		
Snelgrove	Peel O	110 90	55 00	10 00	5 00
Snider Mountain	King's & Albert N.B	13 00	25 00	3 00	
Snider's Corners	Halton O	48 00	29 50		
Snow Road Station	Frontenac O	188 81	90 00		10 00
Snowville	Algoma, E.R O	47 00	25 00		
Snyder	Welland O	120 81	48 00		5 00
Soapstone Mine	Inverness N.S	15 00	25 00		
Sober Island	Halifax N.S	36 98	†33 00		
Soda Lake	Edmonton Alta	115 83	40 00		
Sointula	Comox-Atlin B.C	93 65	†57 00		2 50
Solheima	Strathcona Alta	11 15	25 00		
Soldier's Cove	Richmond N.S	46 21	25 00		
Solina	Durham O	260 00	106 00		10 00
Sollmann	Edmonton Alta	67 79	25 00		
Solmesville	Prince Edward O	56 00	30 50		
Solway	Bruce, S.R O	43 40	26 00		
Somenos	Nanaimo B.C	241 50	110 00	3 75	10 00
Somerville	Carleton N.B	145 85	70 00		5 00
Sonora	Guysborough N.S	181 00	94 00		7 50
Sonya	Ontario, N.R O	270 99	100 00	7 00	10 00
Sooke	Nanaimo B.C.	29 76	25 00		
Soperton	Leeds O	47 00	25 00		
Sorrel Ridge	Charlotte N.B	6 00	25 00		
Sourisford	Souris M	11 70	25 00		
Souris West	King's P.E.I	113 21	62 50		5 00
South	Lunenburg N.S	33 90	25 00		
South Alton	King's N.S	17 00	25 00		

a Opened 1-8-05. *b* Opened 1-12-05. *c* Opened 1-4-06. *Including $6 night allowance. **Including $18 night allowance. †Including $8 night allowance. ††Credit for new office not yet opened.
d Opened 1-6-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Southampton	York N.B	43 00	25 00		
Southampton	King's P.E.I	10 00	25 00		
South Augusta	Grenville O	203 72	98 00		10 00
South Bar of Sidney River	South Cape Breton N.S	68 80	26 50		
South Barnston	Stanstead Q	38 50	25 00		
South Bay	Prince Edward O	80 25	42 00	5 00	2 50
South Bay	St. John N.B	31 50	25 00		
South Bay	N.Cape Breton & Vic. N.S	123 32	50 00		
South Bay Mouth	Algoma, E.R. O	54 16	25 00		
South Beach	Gaspé Q	11 70	25 00		
South Branch	Colchester N.S	61 20	25 00		
South Branch (Ken)	King's & Albert N.B	13 00	25 00		
South Branch of St. Nicholas River	Kent N.B	72 00	36 00		
South Brook	Cumberland N.S	29 08	25 00		
South Canaan	Yarmouth N.S	7 00	25 00		
South Cayuga	Haldimand O	198 15	85 00		5 00
South Clones	Sunbury & Queen's N.B	22 00	25 00		
Southcote	Wentworth O	38 88	25 00		
Southcote	Assa. W. Sask	47 29	25 00		
South Cove	N.Cape Breton& Vic. N.S	38 00	25 00		
South Dudswell	Richmond & Wolfe Q	75 68	30 00		
South Dummer	Peterborough, E.R. O	67 00	36 00		
South East Passage	Halifax N.S	41 00	25 00		
South Ely	Shefford Q	25 12	25 00		
South End	Welland O	146 80	60 00		5 00
South Esk	Northumberland N.B	31 00	25 00		
Southfield	King's & Albert N.B	23 59	25 00		
South Forks	Assa. West Sask	43 57	25 00		
South Gate	Middlesex, E.R. O	25 00	25 00		
*b*South Gillies	Thunder B. & Rainy R. O	10 00	6 25		
South Gloucester	Russell O	45 75	25 00	3 00	
South Gordonsville	Carleton N.B	21 25	25 00		
South Gower	Grenville, O	59 45	28 50		
South Granby	Shefford Q	12 00	25 00		
South Granville	Queen's P.E.I	14 00	25 00		
South Greenwood	King's N.S	25 00	25 00		
South Gut of St. Ann's	N.Cape Breton& Vic. N.S	54 00	25 00	22 00	
South Ham	Richmond & Wolfe Q	222 74	72 00		5 00
South Harbour	N.Cape Breton & Vic. N.S	6 00	25 00	3 00	
South Harmony	King's N.S	6 25	25 00		
*a*Southey	Assa. W. Sask	139 92	†27 73		
South Highlands	Inverness N.S	11 05	25 00		
South Knowlesville	Carleton N.B	24 25	25 00		
South Lake	Leeds O	31 00	25 00		
South Lake	King's P.E.I	13 00	25 00		
South Lancaster	Glengarry O	131 00	70 00		5 00
South Lochaber	Guysborough N.S	33 94	*c*31 00	3 00	
South Maitland	Hants N.S	254 21	*104 00		10 00
South Manchester	Guysborough N.S	18 75	25 00		
South March	Carleton O	203 83	80 00	24 00	5 00
South McLellan's Mountain	Pictou N.S	7 00	25 00		
South Melfort	Humboldt Sask	34 38	25 00		
South Melville	Queen's P.E.I	24 88	25 00		
South Middleton	Norfolk O	115 00	†70 00		5 00
South Monaghan	Peterborough, W.R. O	113 36	65 00	10 00	5 00
South Morland	Guysborough N.S	8 50	25 00		
South Nelson Road	Northumberland N.B	12 00	25 00	3 00	

a Opened 16-10-05. *b* Opened 1-4-06. *c* Including $6 night allowance. *Including $12 night allowance. †Including $10 night aliowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
South Newbridge	Carleton N.B	14 00	25 00		
South Pelham	Welland O	26 00	25 00		
South Pender	Nanaimo B.C	51 59	25 00		
Southport	Queen's P.E.I	85 81	56 00		
South Port Morien	South Cape Breton N.S	30 00	25 00		
South Pugwash	Cumberland N.S	11 58	25 00		
South Range	Digby N.S	45 87	25 00		
South Rawdon	Hants N.S	119 70	54 00		5 00
South River	Gloucester N.B	52 00	25 00	3 00	
South River Lake	Guysborough N.S	37 10	25 00		
South Roxton	Shefford Q	330 50	116 00		10 00
South Salt Springs	Antigonishe N.S	5 00	25 00		
South Scott Bay	King's N.S	4 00	25 00		
South Side Basin of River Dennis	Inverness N.S	165 01	*90 00		5 00
South Side of Baddeck River	North Cape Breton and Victoria N.S	27 50	21 79		
South Side of Boulardarie	North Cape Breton and Victoria N.S	18 75	25 00		
South Side of Whycocomagh Bay	Inverness N.S	15 00	25 00		
South Tilley	Victoria N.B	24 20	25 00		
South Tremont	King's N.S	15 00	25 00		
South Uniacke	Hants N.S	54 00	43 00		2 50
South Vale	Colchester N.S	16 00	25 00		
South Vancouver	City of Vancouver B.C	145 84	40 00		
South Victoria	Cumberland N.S	34 52	25 00		
Southville	Digby N.S	10 50	25 00		
South Wallace	Cumberland N.S	25 00	25 00		
[b]South Wellington	Nanaimo B.C	4 60	10 05		1 05
South West	Prince P.E.I	18 25	25 00		
South West Margaree	Inverness N.S	94 56	**48 00	3 00	
South West Point	Chicoutimi & Saguenay Q	23 40	25 00		
South West Port Hood	Inverness N.S	37 00	25 00		
South West Port Mouton	Shelburne & Queen's N.S	24 00	25 00		
South West Ridge	Inverness N.S	15 98	25 00		
Southwold Station	Elgin, W.R O	140 41	89 00		10 00
Southwood	Muskoka O	58 83	25 00		
South Zorra	Oxford, N.R O	58 42	25 00		
Sowerby	Algoma, E.R O	126 06	54 00	4 00	5 00
Spallumcheen	Yale & Cariboo B.C	46 25	25 00		
Spanish Ship Bay	Guysboro N.S	109 96	40 00		
Sparrow Lake	Muskoka O	96 92	40 00		
Sparwood	Kootenay B.C	127 96	44 00		5 00
Spa Springs	Annapolis N.S	46 63	26 50		
Speedside	Wellington, S.R O	32 21	25 00		
Speerville	Carleton N.B	13 00	25 00		
Speight's Corner	Sunbury & Queen's N.B	7 00	25 00		
Spence	Parry Sound O	42 99	33 00	6 00	
Spence	Westmoreland N.B	37 00	25 00		
Spencer's Island	Cumberland N.S	128 50	71 00		5 00
Speyside	Halton O	21 40	25 00		
Spires	Wellington, N.R O	7 00	25 00		
[a]Spirit River	Athabaska	35 70	19 83		
Sprague	Provencher M	156 18	50 00		5 00
Spring Bank	Calgary Alta	41 45	25 00		
Springbank	Middlesex, N.R O	107 41	48 00		5 00
Spring Bay	Algoma, E.R O	32 98	25 00		
Springbrook	Dorchester Q	25 00	25 00		

a Opened 15-9-05. *b* Closed 12-9-05. *Including $16 night allowance. **Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Spring Coulee	Alta	108 31	38 00		
Springdale	Digby	18 73	25 00		
*b*Springdale	Strathcona	16 16	11 41		
Springfield	Selkirk	81 20	33 00		
Springfield	York	31 00	25 00		
Springfield	Queen's	33 98	25 00		
Springhaven	Yarmouth	27 25	25 00		
Spring Hill	Russell	37 20	25 00		
Spring Hill	Compton	131 20	50 00		5 00
Spring Hill	York	57 49	25 00		
Spring Lake	Strathcona	528 71	110 00	†3 75	10 00
Springmount	Grey, N.R.	16 00	25 00		
Spring Grove	Humboldt	46 66	25 00		
*a*Springhurst	Portage la Prairie	23 00	12 50		
Spring Point	Alta	17 36	25 00		
Spring Road	Sherbrooke	18 71	25 00		
Springside	Mackenzie	175 28	54 00	4 00	5 00
Springtown	Renfrew, S.R.	48 64	25 00		
Springvale	Haldimand	137 62	68 00		5 00
Spring Valley	Prince	24 00	25 00		
Springville	Peterborough, W.R.	74 35	34 00		
Springville	Pictou	116 20	56 00		5 00
Sproule	Brandon	23 00	25 00		
Spruce Creek	Dauphin	18 00	25 00		
Sprucegrove	Edmonton	168 36	48 00		5 00
Spruce Lake	St. John	11 00	25 00		
Spry	Bruce, N.R.	96 20	66 00	8 00	5 00
Spry Harbour	Halifax	77 15	*46 00		
Spuzzum	Yale & Cariboo	64 63	30 00		
Spy Hill	Assa. East	61 70	30 00		
Squamish	City of Vancouver	123 83	35 00		
*a*Squaw Valley	Assa. West	15 05	12 50		
Squire	Grey, N.R.	63 85	25 00		
Stadacona	Quebec East	56 00	25 00		
Stafford	Renfrew, N.R.	28 75	25 00		
Stagsburn	Wright	34 47	25 00		
Stake Road	Cumberland	33 00	25 00		
Stanburn	Lunenburg	9 00	25 00		
Stanbury	Missisquoi	38 25	25 00		
Stanchel	Queen's	19 92	25 00		
Stand Off	Alta	71 50	35 00	††3 50	
Stanhope	Stanstead	97 13	44 00		
Stanhope	Queen's	34 25	25 00		
Stanley	Yale & Cariboo	257 82	89 50		7 50
Stanley	Thunder Bay & Rainy R.	38 03	c45 00	30 00	
Stanley	Cumberland	31 25	25 00		
Stanleydale	Muskoka	23 82	25 00		
Stanley House	Parry Sound	98 50	38 00		
Stanley Section	Lunenburg	23 00	25 00		
Stanley's Corners	Carleton	87 00	32 00		
Stanley's Mills	Peel	45 36	25 00		
Stanton	Dufferin	213 38	100 00		5 00
Stanwood	Northumberland, E.R.	70 58	32 00		
‡Stanwood's Beach	Yarmouth	26 00	25 00		
Stapledon	Carleton	66 69	30 00		
Staple's Brook	Colchester	18 75	25 00		

a Opened 1-1-06. *b* Opened 15-1-06. *c* Including $20 special allowance. *Including $12 night allowance. † Including 75c arrears forward allowance. †† Including 50c arrears forward allowance.
‡ Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Star	Peel.....O	17 10	25 00	.....	.....
Star	Edmonton.....Alta	160 57	75 00	3 00	5 00
Stardale	Prescott.....O	86 00	28 00	.....	.....
Starkey's	Sunbury & Queen's..N.B	54 00	29 50	.....	.....
Starks Corners	Pontiac.....Q	76 15	35 50	.....	2 50
Starkville	Durham.....O	43 25	25 00	.....	.....
Starleigh	Mackenzie.....Sask	26 45	25 00	.....	.....
Starnesborough	Huntingdon.....Q	93 00	38 00	.....	.....
Starrat	Parry Sound.....O	24 64	25 00	.....	.....
Staynerville	Argenteuil.....Q	166 45	52 00	3 00	5 00
Steam Mill Village	King's.....N.S	78 00	40 00	.....	.....
Steele's Lake	North Cape Breton and Victoria.....N.S	8 00	25 00	.....	.....
Steel's	Pontiac.....Q	12 25	25 00	.....	.....
Steenburg	Hastings, E.R.....O	134 62	56 00	.....	5 00
Steep Creek	Humboldt.....Sask	46 97	30 00	.....	.....
Steep Creek	Guysborough.....N.S	29 00	25 00	.....	.....
Steerford	Calgary.....Alta	10 00	25 00	.....	.....
Steevescote	King's & Albert....N.B	18 00	25 00	.....	.....
Steeve's Mills	King's & Albert....N.B	17 15	25 00	.....	.....
Steeve's Mountain	Westmoreland.....N.B	75 25	25 00	.....	.....
Steeve's Settlement	Westmoreland.....N.B	19 48	25 00	.....	.....
Stenson	Richmond & Wolfe....Q	45 12	25 00	.....	.....
Stepney	Prescott.....O	86 49	48 00	.....	5 00
Stephenfield	Macdonald.....M	105 55	50 00	.....	5 00
b Stettler	Strathcona.....Alta	953 49	125 00	†4 58	12 50
Stevenson	Kent, W.R.....O	20 20	43 00	.....	.....
Stewart	Kent, W.R.....O	80 68	44 00	.....	.....
‡Stewart	Comox-Atlin.....B.C	25 00	25 00	.....	.....
Stewart Bay	Parry Sound.....O	46 25	25 00	.....	.....
Stewartdale	Inverness.....N.S	25 00	*c* 33 00	.....	.....
Stewarton	King's & Albert.....N.B	30 67	25 00	.....	.....
Stewart River	Yukon Territory.....	7 50	‖	.....	.....
Stewartville	Renfrew, S.R.....O	40 07	25 00	.....	.....
a Stewartwyn	Strathcona..... Alta	24 62	22 91	.....	.....
Stewiacke Cross Roads	Colchester.....N.S	107 73	37 00	7 00	.....
Stickney	Carleton.....N.B	74 55	29 00	.....	.....
Stiles Village	Westmoreland.....N.B	16 45	25 00	.....	.....
Stillman	Pictou.....N.S	51 03	25 00	.....	.....
Still Water	Guysborough.....N.S	80 48	*57 00	.....	.....
Stirling	Richmond.....N.S	22 25	25 00	.....	.....
Stirling Brook	Hants.....N.S	64 95	32 00	.....	.....
Stirling Falls	Parry Sound.....O	25 20	25 00	.....	.....
Stobie Mine	Nipissing.....O	88 00	54 00	.....	5 00
Stockdale	Northumberland, E.R .O	61 45	30 00	.....	.....
Stockholm	Assa. East.....Sask	322 30	84 00	**36 16	5 00
Stockwell	Chateauguay.....Q	23 00	25 00	3 00	.....
Stoddarts	Annapolis.....N.S	27 46	25 00	.....	.....
Stoke Centre	Richmond & Wolfe....Q	99 50	56 00	.....	5 00
Stonefield Heights	Argenteuil.....Q	56 95	25 00	.....	.....
Stoneham	Quebec.....Q	27 72	25 00	3 00	.....
Stonehaven	Gloucester.....N.B	154 01	60 00	.....	5 00
Stone House	Cumberland.....N.S	10 00	25 00	.....	.....
Stoneleigh	Muskoka.....O	24 80	25 00	.....	.....
Stone Quarry	Welland.....O	59 75	33 50	.....	.....
Stone Ridge	York.....N.B	30 00	25 00	.....	.....

a Opened 1-8-05. *b* Late Blumenau. *c* Including $8 night allowance. * Including $18 night allowance. † Including 25c. arrears forward. **Arrears forward allowance. ‖ Salary, &c., entered in Auditor General's Report. †† Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Stony Beach	Assa. West.....Sask	87 89	35 00	.....	.....
Stony Creek	King's & Albert.....N.B	16 00	25 00	.....	.....
Stonybrook	Qu'Appelle .....Sask	41 50	25 00	.....	.....
Stony Island	Shelburne & Queen's..N.S	90 94	38 00	.....	.....
Stony Plain	Edmonton.....Alta	132 10	52 00	24 00	5 00
Stoneywood	Wellington, N.R.....O	31 04	25 00	.....	.....
Storie	Parry Sound.....O	20 46	25 00	.....	.....
Stormont	Guysborough .....N.S	38 25	*37 00	.....	.....
Stornoway	Compton .....Q	177 16	82 00	3 00	5 00
Stornoway	Mackenzie.....Sask	43 00	25 00	3 00	.....
Stovely	Nanaimo.....B.C	21 00	25 00	2 25	.....
Straiton	New Westminster...B.C	27 70	25 00	.....	.....
Strange	York, N.R.....O	82 92	40 00	.....	.....
Strasburg	Waterloo, S.R.....O	94 67	35 00	.....	.....
b Strassburg	Assa. West.....Sask	7 48	16 00	.....	1 66
Stratford Centre	Richmond & Wolfe....Q	189 75	76 00	.....	5 00
Strathadam	Northumberland....N.B	20 65	25 00	.....	.....
Strathavon	Grey, E.R .....O	104 91	56 00	.....	5 00
Strathburn	Middlesex, W.R.....O	129 61	58 00	.....	5 00
Strathcarrol	Qu'Appelle .....Sask	59 20	25 00	.....	.....
Strathewen	Selkirk.....M	15 41	25 00	.....	.....
c Strathmartine	Assa. West.....Alta	37 25	12 50	.....	.....
Strathmore	Stormont .....O	27 86	25 00	.....	.....
Strathnairn	Grey, N.R .....O	36 89	25 00	.....	.....
Strathtay	Renfrew, S.R.. .....O	31 90	25 00	.....	.....
Street's Ridge	Cumberland.....N.S	32 75	25 00	.....	.....
Stringer	Strathcona .....Sask	133 90	28 00	*e* 3 75	.....
Stromness	Haldimand ....O	164 42	56 00	.....	5 00
Stronach Mountain	Annapolis .....N.S	14 98	25 00	.....	.....
Strong	Parry Sound.....O	25 08	25 00	.....	.....
d Strongfield	Humboldt.....Sask	17 00	2 08	.....	.....
Strongville	Simcoe, N.R.....O	29 94	25 00	.....	.....
Stubb's Bay	Pontiac .....Q	126 00	48 00	.....	2 50
Sturgeonville	Edmonton.....Alta	16 00	25 00	.....	.....
Sturgeon	King's .....P.E.I	129 78	48 00	.....	5 00
Sturgeon Bay	Simcoe, E.R.....O	71 98	30 00	.....	.....
Sturgeon Point	Victoria & Haliburton..O	412 00	130 00	.....	10 00
Suffield	Sherbrooke .....Q	43 90	26 00	.....	.....
Suffolk Station	Queen's.....P.E.I	12 25	25 00	.....	.....
Sugar Camp	Inverness .....N.S	22 10	25 00	.....	.....
Sugar Loaf	North Cape Breton and Victoria .....N.S	33 03	**28 34	.....	.....
Sumas	New Westminster...B.C	70 22	38 50	.....	2 50
Summerfield	Carleton.....N.B	65 00	28 00	.....	.....
Summerhill	Huron, W.R.....O	29 00	25 00	.....	.....
Summer Hill	Sunbury & Queen's..N.B	34 35	25 00	.....	.....
Summerlea	Jacques Cartier .....Q	71 00	32 50	.....	.....
Summerstown Station	Glengarry .....O	222 00	72 00	5 00	5 00
Summerview	Alta..... .....Alta	45 00	25 00	.....	.....
Summerville	Peel.....O	141 24	68 00	.....	5 00
Summerville	King's..... .....P.E.I	31 00	25 00	3 00	.....
Summerville Centre	Shelburne & Queen's..N.S	71 00	25 00	.....	.....
Summit	Colchester.....N.S	42 25	25 00	.....	.....
Sumner	Assa. East.....Sask	37 44	30 00	12 00	.....
Sunbury	Frontenac .....O	107 68	50 00	.....	5 00
Sunbury	New Westminster ...B.C	53 37	25 00	.....	.....
Sundridge	Pictou .....N.S	31 15	25 00	.....	.....

b Closed 1-11-05. *c* Opened 1-1-06. * Including $12 night allowance. ** Including $3.34 night allowance. *d* Opened 1-6-06. *e* Including 75c. arrears forward.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sunnidale Corners	Simcoe, N.R.—O	99 30	44 00		
Sunny Bank	Gaspé—Q	13 10	25 00		
Sunny Brae	Westmoreland—N.B	80 00	30 00		
Sunnymead	Assa. East—Sask	31 04	25 00		
*b*Sunny Plain	Humboldt—Sask	11 00	12 50		
Sunnyslope	Calgary—Alta	187 33	64 00	1 25	5 00
Sunnyside	King's—N.S	10 00	25 00		
Sunnyside	Restigouche—N.B	19 00	25 00		
Sunrise	N.C. Breton & Victoria—NS	10 00	25 00		
Sunshine	Huron, E.R.—O	2 00	25 00		
Surette Island	Yarmouth—N.S	48 36	25 00		
Surrey Centre	New Westminster—B.C	71 75	34 00		
Sussex Corner	King's & Albert—N.B	192 46	86 00		5 00
Sussex Portage	King's & Albert—N.B	8 00	25 00		
Sutherland's River	Pictou—N.S	26 00	25 00		
Suthwyn	Selkirk—M	18 63	25 00		
Sutorville	Lambton, E.R.—O	100 50	44 00		5 00
Sutton	St. John—N.B	37 84	34 00		
Swan Creek	Sunbury & Queen's—N.B	27 05	25 00		
Swansburg	Shelburne & Queen's—N.S	49 00	25 00		
*a*Swarthmore	Sask.—Sask	61 97	16 67		
Sweaburg	Oxford, S.R.—O	145 00	58 00		5 00
Sweenyville	Kent—N.B	21 25	25 00		
Sweet's Corners	Hants—N.S	54 25	28 00		
Sweet's Corners	Leeds—O	51 02	30 00		
Swindon	Parry Sound—O	34 00	25 00		
Swinton Park	Grey, E.R.—O	126 77	46 00		5 00
Switzerville	Lennox & Addington—O	16 00	25 00		
*d*Sybil Cove	Chicoutimi & Saguenay—Q	10 00			
Sydenham Place	Drummond & Artha'ka—Q	56 15	33 00		
Sydney Forks	South Cape Breton—N.S	30 00	25 00	5 00	
Sydney River	N.C. Breton & V'toria—NS	33 71	25 00		
Sykeston	Lambton, W.R.—O	36 69	25 00		
Sylvan	Middlesex, N.R.—O	167 95	74 00	3 00	5 00
Sylvan Valley	Algoma, W.R.—O	49 96	28 00		
Sylvan Valley	Antigonishe—N.S	15 25	25 00		
Sylvester	Pictou—N.S	30 23	25 00		
Synton	King's & Albert—N.B	2 00	25 00		
Sypher's Cove	Sunbury & Queen's—N.B	6 25	25 00		
TABER	Alta—Alta	841 90	*164 82		15 00
Tache, Station	Thunder Bay & Rainy R.—O	75 15	*e* 59 00		2 50
Tadoussac West	Chicoutimi & Saguenay—Q	19 00	25 00		
Taillon	Chicoutimi & Saguenay—Q	117 80	36 00	3 00	
Tain	Norfolk—O	19 64	25 00		
Talbotville Royal	Elgin, W.R.—O	131 94	70 00		5 00
Tamarisk	Dauphin—M	18 11	25 00		
Tambling's Corners	Middlesex, E.R.—O	265 40	44 00		
Tancook Island	Lunenburg—N.S	80 29	46 00		5 00
Tancred	Lambton, E.R.—O	12 36	25 00		
Tankville	Westmoreland—N.B	6 00	25 00		
Tansley	Halton—O	83 05	25 00		
Tantallon	Halifax—N.S	112 35	56 00		5 00
Tapley's Mills	Carleton—N.B	12 00	25 00		
Tapleytown	Wentworth, S.R.—O	71 32	38 00		

a Opened 1-11-05. *b* Opened 1-1-06. *c* Including $10 night allowance. * Including $25 32 night allowance. *d* Summer office, opened 1-6-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
a Tapscot	Calgary.....Alta	79 43	22 91		
Tarantum	Queen's.....P.E.I	5 00	25 00		
Tarbert	Dufferin.....O	17 00	25 00		
Tarbot	N.C.Breton & Vict...N.S	22 95	**31 00		
Tatamagouche Mountain	Colchester.....N.S	26 00	25 00		
Tatehurst	Chateauguay.....Q	86 80	36 00		
Tatlock	Lanark, N.R.....O	20 90	25 00	3 00	
Taunton	Ontario, S.R.....O	70 38	30 00		
Tay Falls	York.....N.B	4 00	25 00		
Taylor	Leeds.....O	45 00	25 00		
c Taylorboro	Humboldt.....Sask	96 43	35 00	*d* 10 41	1 66
Taylor's Head	Halifax.....N.S	37 94	26 00		
Taylor Village	Westmoreland.....N.B	86 44	27 50		
Taylorville	Alta.....Alta	45 42	25 00		
Tay Mills	York.....N.B	25 00	25 00		
Tay Settlement	York.....N.B	46 42	27 50		
Tayside	Stormont.....O	46 96	25 00		
b Tees	Strathcona.....Alta	99 66	25 00		
Teeterville	Norfolk.....O	198 90	94 00		10 00
Tehkummah	Algoma, E.R.....O	98 25	46 00	14 00	5 00
Telfer	Middlesex, E.R.....O	22 42	25 00		
Telegraph Creek	Comox-Atlin.....B.C	58 20	¶		
Telford	Pictou.....N.S	15 00	25 00		
Telfordville	Strathcona.....Alta	33 65	28 00		
*Temagami Park	Nipissing.....O	32 25	4 16		
Temiskaming	Pontiac.....Q	131 00	82 00		5 00
Temperance Vale	York.....N.B	90 15	42 00	6 00	
Temple	York.....N.B	48 00	25 00		
Tempo	Middlesex, E.R.....O	44 90	25 00	5 00	
Tenby	Dauphin.....M	180 77	60 00		5 00
Tenby Bay	Algoma, W.R.....O	58 37	30 50		
Tenecape	Hants.....N.S	89 01	41 00		2 50
Ten Mile Creek	St. John.....N.B	59 26	25 00		
Ten Mile House	Queen's.....P.E.I	6 25	25 00		
Tennant's Cove	King's & Albert....N.B	15 50	25 00		
Tennyson	Lanark, S.R.....O	10 00	25 00		
Terence Bay	Halifax.....N.S	26 55	**31 00		
Terminus	Lambton, W.R.....O	8 00	22 23		
Terra Cotta	Peel.....O	120 99	44 00	4 00	5 00
Terra Nova	Dufferin.....O	90 00	36 00		
Terra Nova	South Cape Breton...N.S	20 98	25 00		
Terra Nova	New Westminster....B.C	97 75	48 00		2 50
e Lessier	Assa. West.....Sask	32 00	4 16		
Teston	York, C.R.....O	34 21	25 00		
Tête à Gauche River (North)	Gloucester.....N.B	9 00	25 00		
Tête à Gauche River (South)	Gloucester.....N.B	30 00	25 00		
Tetreauville	Wright.....Q	103 90	40 00		
Teviotdale	Wellington, N.R.....O	71 82	37 50		
Tewkesbury	Quebec.....Q	8 00	25 00		
Texas River	York.....N.B	24 89	25 00		
Thames Road	Huron, S.R.....O	48 00	30 00		
Thanet	Hastings, E.R.....O	15 16	25 00		
The Barony	York.....N.B	24 94	25 00		
The Bluffs	King's & Albert....N.B	6 00	25 00		
The Falls	Colchester.....N.S	48 23	28 50		
The Flats	Hastings, E.R.....O	13 00	22 91		

a Opened 1-8-05. *(b)* Late Brook. *c* Late Westwyn. * Opened 1-5-06, ** Including $6 night allowance. *d* Including 41c. arrears forward. *e* Late Marshall. ¶ Salary, &c., entered in Auditor General's Report.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
The Gore	Middlesex, E.R.....O	37 00	27 50	.....	.....
The Grange	Peel.....O	21 55	25 00	.....	.....
The Grant	King's & Albert.....N.B	12 50	25 00	.....	.....
The Grove	Middlesex, E.R.....O	24 10	25 00	.....	.....
The Gully	Northumberland, W.R.O	43 70	25 00	.....	.....
The Hawk	Shelburne & Queen's.N.S	35 16	25 00	.....	.....
The Lake	Russell.....O	68 00	37 00	.....	.....
The Landing	Portage la Prairie.....M	175 76	77 00	.....	5 00
The Lodge	Lunenburg.....N.S	17 85	25 00	.....	.....
The Long Stretch	Inverness .....N.S	13 00	25 00	.....	.....
The Maples	Dufferin .....O	19 00	25 00	.....	.....
The Narrows	Dauphin.....M	25 51	25 00	.....	.....
The Pas	Mackenzie.....Sask	57 88	27 50	*3 75	.....
The Pines	Lennox & Addington..O	14 00	25 00	.....	.....
The Points, West Bay	Richmond .....N S	39 45	†31 00	.....	.....
The Range	Sunbury & Queen's..N.B	50 00	25 00	.....	.....
Thériault	Gloucester.....N.B	21 46	25 00	.....	.....
The Ridge	Hastings, W.R.....O	50 02	25 00	.....	.....
The Slash	Algoma, E.R.....O	12 50	25 00	.....	.....
The Willows	Northumberland.....N.B	21 08	25 00	.....	.....
Thibodeau	Lotbinière .....Q	85 53	36 00	.....	.....
Thingvalla	Assa. East.....Sask	20 23	25 00	.....	.....
Thistle	Grey, S.R. .....O	19 25	25 00	.....	.....
Thistletown	York, C.R.....O	105 00	58 00	.....	5 00
Thivierge	Bonaventure.....Q	44 00	25 00	.....	.....
Thomaston	York .....N.B	22 41	25 00	.....	.....
Thomond	King's & Albert ....N.B	8 00	25 00	.....	.....
Thompsonville	Simcoe, S.R .....O	44 80	35 00	.....	.....
Thornbrook	King's & Albert ....N.B	12 00	25 00	.....	.....
Thornby	Pontiac.....Q	39 00	25 00	.....	.....
Thorn Centre	Pontiac.....Q	31 23	25 00	.....	.....
Thorncliffe	Kent, E.R .....O	60 10	25 00	.....	.....
Thorndyke	Queen's.....P.E.I	18 55	25 00	.....	.....
Thorne's Cove	Annapolis .....N.S	85 24	40 00	.....	.....
Thornetown	Sunbury & Queen's..N.B	11 25	25 00	.....	.....
Thornloe	Nipissing ....O	38 00	25 00	*3 75	.....
Thornyhurst	Lambton, W.R.....O	34 06	25 00	.....	.....
Thorpe	Lennox & Addington..O	32 40	25 00	.....	.....
Three Brooks	Victoria.....N.B	35 75	25 00	.....	.....
Three Brooks	Pictou.....N.S	24 92	25 00	.....	.....
Three Fathom Harbour	Halifax.....N.S	23 98	25 00	.....	.....
Three Hills	Calgary.....Alta	121 22	25 00	.....	.....
Three Lakes	Beauce.....Q	73 20	25 00	.....	.....
Three Mile Plains	Hants .....N.S	114 74	40 00	.....	.....
cThree Tree Creek	Sunbury & Queen's..N.B	14 00	18 75	.....	.....
Throoptown	Grenville.....O	12 46	25 00	.....	.....
Thrums	Comox-Atlin.....B.C	a15 00	.....	.....	.....
Thunder Hill	Dauphin .....M	43 15	25 00	.....	.....
Thunder Hill	Kootenay.....B.C	6 25	25 00	.....	.....
Thunder River	Chicoutimi & Saguenay.Q	77 39	**42 00	.....	.....
Thurlow	Comox-Atlin.....B.C	205 74	70 00	.....	5 00
Tichborne	Frontenac.....O	181 67	66 00	.....	5 00
Tiddville	Digby.....N.S	14 56	25 00	.....	.....
Tidnish Bridge	Westmoreland.....N.B	137 99	50 00	.....	5 00
Tiefengrund	Sask.....Sask	59 70	25 00	.....	.....
Tikonabé	Chicoutimi et Saguenay.Q	74 00	40 00	.....	.....
Tilley	Victoria.....N.B	17 00	25 00	.....	.....

aCredit for new office not yet opened. cClosed 1-4-06. *Including 75c. arrears f orward.
**Including $12 night allowance. †Including $6 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tilley	Leeds, O	35 00	25 00		
Tilley Road	Gloucester, N.B	30 08	25 00		
*d*Timberland	New Westminster, B.C	20 00	6 25		
Timber River	Westmoreland, N.B	11 26	25 00		
Tindastoll	Strathcona, Alta	42 13	28 00		
Tintern	Lincoln, O	100 62	*80 00		5 00
Tioga	Simcoe, S.R., O	144 09	74 00		5 00
Tiree	Qu'Appelle, Sask	27 00	25 00		
Titus Station	Richmond & Wolfe, Q	40 00	25 00		
Titusville	King's & Albert, N.B	57 10	†30 00		
Tobermory	Bruce, N.R., O	238 07	104 00		10 00
Tobique Narrows	Victoria, N.B	14 00	25 00		
Tobique River	Victoria, N.B	39 98	25 00		
Todd Inlet	Nanaimo, B.C	197 58	25 00		
Tofield	Strathcona, Alta	121 32	40 00		
Tolsta	Compton, Q	16 25	25 00		
*c*Tomiko	Nipissing, O	71 71	10 41		
Tompkins	Assa. West, Sask	91 69	25 00		
Tompkinsville	Guysborough, N.S	4 00	25 00		
Tomstown	Nipissing, O	195 91	134 00	4 00	15 00
Toney Mills	Pictou, N.S	42 00	25 00		
Toney River	Pictou, N.S	14 98	25 00		
Tongue Creek	Calgary, Alta	10 00	25 00		
Tooleton	King's & Albert, N.B	38 00	25 00		
Top Cliff	Grey, S.R., O	17 08	25 00		
Topping	Perth, N.R., O	30 40	25 00		
Torbay	Guysborough, N.S	60 86	36 00		
Torbrook	Annapolis, N.S	131 50	42 00		
Torbrook East	Annapolis, N.S	72 00	34 00		
Torbrook Mines	Annapolis, N.S	274 71	82 00		5 00
Tormore	York, C.R., O	22 00	25 00		
Totonka	Marquette, M	3 00	25 00		
Touchwood Hills	Humboldt, Sask	108 92	44 00		
Tourelle	Gaspe, Q	35 10	25 00		
*b*Tourigny	Drummond & Artha'ka, Q	13 31	13 65		
Tower Hill	Charlotte, N.B	29 48	25 00		
Town Plot	King's, N.S	115 00	50 00		5 00
Townsend Centre	Norfolk, O	106 25	38 00		
Toy's Hill	Dundas, O	25 96	25 00		
Tracadię Cross	Queen's, P.E.I	43 95	25 00	3 00	
Tracadie Road	Guysborough, N.S	2 00	25 00		
Tracey's Mills	Carleton, N.B	67 95	30 00		
Traceyville	Sunbury & Queen, N.B	12 00	25 00		
Trafalgar	Halton, O	178 35	78 00	11 00	5 00
Trafalgar	Guysborough, N.S	30 10	25 00		
Trafford	Lennox & Addington, O	6 00	25 00		
Tralee	Perth, N.R., O	44 04	25 00		
Tramore	Renfrew, S.R., O	46 50	25 00		
Traveller's Rest	Prince, P.E.I	51 73	25 00		
Traverston	Grey, S.R., O	60 50	30 00		
Treadwell	Prescott, O	189 20	80 00		5 00
Trecastle	Wellington, N.R., O	34 80	25 00		
Tregarva	Assa. West, Sask	75 55	35 00		
Tremont	King's, N.S	26 50	25 00		
Trenholm	Drummond & Artha'ka, Q	95 86	48 00		5 00
Trent Bridge	Northumberland, E.R., O	131 70	55 00		5 00
*a*Trenville	Strathcona, Alta	113 15	16 67		

b Opened 15-11-06. *c* Opened 1-2-06. *d* Opened 1-4-06. * Including $24 night allowance.
† Including $4 special salary. *a* Opened 1-11-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Trevelyan	Brockville O	29 50	25 00		
Trilby	Queen's P.E.I	19 50	25 00		
Trinity	Wentworth O	25 00	25 00		
*b*Triton Fishing Club	Quebec Q	42 00	25 00		
Trois Saumons	L'Islet Q	98 91	50 00		5 00
Trois Saumons Station	L'Islet Q	19 45	25 00		
Trottier	Drummond & Artha'ka Q	67 28	55 00		2 50
Trout Brook	Northumberland N.B	13 00	25 00		
Trout Brook	Drummond & Artha'ka Q	91 75	55 00		2 50
Trout Brook	South Cape Breton N.S	24 20	25 00		
Trout Lake	Parry Sound O	37 25	30 00		
Trout River	Huntingdon Q	99 55	44 00		5 00
Trout River	Inverness N.S	40 00	25 00		
Trout Stream	Gloucester N.B	33 19	25 00		
Troy	Wentworth O	212 00	97 00		7 50
Troy	Inverness N.S	24 23	25 00		
Truemanville	Cumberland N.S	42 23	25 00		
Tuam	Simcoe, S.R. O	40 00	25 00	10 00	
Tuftsville	Hastings, W.R. O	48 75	26 50		
Tullochgorum	Châteauguay Q	32 50	25 00		
Tumbell	Marquette M	12 39	41 00		2 50
Tupper	Dauphin M	4 00	25 00		
Tupperville	Annapolis N.S	103 00	56 00		5 00
Turbine	Algoma, E.R. O	199 22	40 00		
Turgeon	Bellechasse Q	23 74	25 00		
Turgeon	Gloucester N.B	132 34	25 00	7 50	
Turgoose	Nanaimo B.C	94 36	44 00		
Turkey Hill	Brome Q	26 92	25 00		
Turnerville	Kent, E.R. O	69 37	35 00		
Turriff	Hastings, E.R. O	75 18	34 00		
Turtle Creek	King's & Albert N.B	54 90	28 00	10 00	
Turtle Lake	Parry Sound O	31 35	25 00		
Turtle Mountain	Souris M	33 66	25 00		
Turtle River	Dauphin M	17 39	25 00		
Tuscarora	Brant O	161 00	66 00		5 00
Tusket Falls	Yarmouth N.S	10 00	25 00		
Tweedside	Wentworth O	30 00	25 00		
Tweedside	York N.B	57 44	25 00		
Twin Butte	Alta Alta	72 54	25 00		
Twin Elm	Carleton O	63 96	42 00		
Two Creeks	Marquette M	27 18	25 00		
Two Islands	Cumberland N.S	2 00	25 00		
Two Rivers	Cumberland N.S	70 75	42 00		
Tynehead	New Westminster B.C	59 25	25 00		
Tyneside	Wentworth O	55 00	28 00		
Tyotown	Glengarry O	36 16	25 00		
Tyrconnell	Elgin, W.R. O	98 88	46 00		
Tyrone	Durham O	223 21	90 00		5 00
Tyrone	Queen's P.E.I	15 50	25 00		
Tyrrell	Norfolk O	99 00	46 00		5 00
Tzouhalem	Nanaimo B.C	175 00	64 00		5 00
Uclulet	Comox-Atlin B.C	88 92	42 00		
Udney	Ontario, N.R. O	149 94	52 00		5 00
Udora	York, N.R. O	207 90	75 00		5 00
Ufford	Muskoka O	44 05	25 00		

b Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Uhthoff	Simcoe, E.R : O	120 88	50 00	6 00	5 00
Ullswater	Muskoka O	66 93	25 00		
*d*Ulric	Mackenzie Sask	30 21	14 58		
Umatilla	Dauphin M	24 02	25 00		
Umfraville	Hastings, E.R O	31 00	25 00		
Underhill	Northumberland N.B	47 67	27 50		
Underhill	Souris M	184 19	**89 18	4 00	5 00
Undine	Victoria N.B	20 00	25 00		
*a*Uneeda	Lanark, N.R O	24 00	22 91		
Union Centre	Pictou N.S	7 50	25 00		
Union Corner	Carleton N.B	28 75	25 00		
Union Corner	Prince P.E.I	34 50	25 00		
*b*Union Hall	Lanark, N.R O	22 58	20 83		
Union North	Queen's P.E.I	11 00	25 00		
Union Point	Provencher M	75 98	30 00		
Union Road	Queen's P.E.I	17 44	25 00		
Union Square	Lunenburg N.S	40 05	25 00		
Uno Park	Nipissing O	133 46	44 00		5 00
Uplands	Parry Sound O	15 00	25 00		
Upper	Haldimand O	12 00	25 00		
Upper Abougoggin	Westmoreland N.B	48 00	25 00		
Upper Baddeck River	North Cape Breton and Victoria N.S	24 98	25 00		
*c*Upper Balmoral	Restigouche N.B	35 00	19 85		
Upper Bass River	Colchester N.S	37 94	25 00		
Upper Bay du Vin	Northumberland N.B	34 42	25 00		
Upper Bedford	Missisquoi Q	234 03	104 00		10 00
Upper Big Tracadie	Guysborough N.S	24 97	25 00		
Upper Blackville	Northumberland N.B	61 45	30 00	4 00	
Upper Branch	Lunenburg N.S	36 44	25 00		
Upper Brighton	Carleton N.B	42 50	25 00		
†Upper Brookfield	Colchester N.S		8 55		
Upper Brookside	Colchester N.S	14 00	25 00		
Upper Buctouche	Kent N.B	37 25	25 00		
Upper Burlington	Hants N.S	12 00	25 00		
Upper Burton	Sunbury & Queen's N.B	21 25	25 00		
Upper Canard	King's N.S	136 74	45 00		2 50
Upper Cape	Westmoreland N.B	53 96	25 00		
Upper Caraquet	Gloucester N.B	119 80	50 00		*10 00
Upper Caverhill	York N.B	39 00	25 00		
Upper Charlo	Restigouche N.B	42 96	25 00		
Upper Chelsea	Lunenburg N.S	16 25	25 00		
Upper Clements	Annapolis N.S	53 37	25 00		
Upper Clyde River	Shelburne & Queen's N.S	15 75	25 00		
Upper Coal Creek	Sunbury & Queen's N.B	6 25	25 00		
Upper Coverdale	King's & Albert N.B	15 00	25 00		
Upper Derby	Northumberland N.B	46 18	25 00		
Upper Dorchester	Westmoreland N.B	111 00	66 00	18 00	5 00
Upper Dover	Westmoreland N.B	24 96	25 00		
Upper Dyke Village	King's N.S	92 63	32 50		
Upper Economy	Colchester N.S	39 99	27 50		
Upper Fort Lawrence	Cumberland N.S	30 00	25 00		
Upper Gaspereaux	Sunbury & Queen's N.B	24 96	25 00		
Upper Glencoe	Inverness N.S	24 20	25 00		
Upper Glen Road	Antigonishe N.S	11 32	25 00		
Upper Golden Grove	King's & Albert N.B	7 00	25 00		
Upper Goshen	King's & Albert N.B	11 50	25 00		

a Opened 1-8-05. *b* Opened 1-9-05. *c* Opened 15-5-05. *d* Opened 1-12-05. † Closed 3-11-05.
* Including $5 arrears rent allowance. ** Including $9.18 night allowance, of which $1.18 is arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Grand Mira	South Cape Breton..N.S	25 96	25 00	.....	.....
Upper Granville	Annapolis.....N.S	83 26	32 00	.....	.....
Upper Greenwich	King's & Albert.....N.B	9 00	25 00	.....	.....
Upper Hampstead	Sunbury & Queen's..N.B	34 93	25 00	.....	.....
Upper Hayneville	York. ..... N.B	70 96	25 00	.....	.....
Upper Kempt Head	North Cape Breton & Victoria.....N.S	14 50	25 00	.....	.....
Upper Kemptown	Colchester.....N.S	32 00	25 00	.....	.....
Upper Kennetcook	Hants.....N.S	112 91	47 00	.....	2 50
Upper Kent	Carleton.....N.B	55 00	38 00	3 00	.....
Upper Keswick	York.....N.B	62 17	25 00	.....	.....
Upper Keswick Ridge	York.....N.B	10 00	25 00	.....	.....
Upper Kingsbury	Lunenburg.....N.S	20 50	25 00	.....	.....
Upper Kintore	Victoria .....N.B	24 92	25 00	.....	.....
Upper Knoxford	Carleton .....N.B	38 96	25 00	.....	.....
Upper La Have	Lunenburg .....N.S	61 98	25 00	.....	.....
Upper Lakeville	Halifax..... N.S	10 21	25 00	.....	.....
Upper Leitch's Creek	North Cape Breton & Victoria .....N.S	12 00	25 00	.....	.....
Upper Loch Lomond	St. John.....N.B	21 50	25 00	.....	.....
Upper Magaguadavic	York.....N.B	37 92	26 00	.....	.....
Upper Malagash	Cumberland.....N.S	21 00	25 00	.....	.....
Upper Margaree	Inverness.....N.S	32 88	25 00	3 00	.....
Upper Maugerville	Sunbury & Queen's..N.B	93 42	48 00	.....	5 00
Upper Melbourne	Richmond & Wolfe....Q	160 00	74 00	.....	5 00
Upper Middleboro'	Cumberland.....N.S	71 90	38 00	.....	.....
Upper Middle River	North Cape Breton & Victoria.....N.S	45 85	25 00	3 00	.....
Upper Nappan	Cumberland.....N.S	18 00	25 00	.....	.....
Upper Nelson	Northumberland.....N.B	39 92	25 00	.....	.....
Upper New Cornwall	Lunenburg .....N.S	58 25	28 00	.....	.....
Upper New Harbour	Guysborough.....N.S	42 00	25 00	6 00	.....
Upper New Horton	King's & Albert ....N.B	29 75	25 00	.....	.....
Upper New Port	Hants.....N.S	56 76	36 00	.....	.....
Upper Nine Mile River	Hants.....N.S	94 75	28 00	.....	.....
Upper North River	Colchester .....N.S	12 00	25 00	.....	.....
Upper Ohio	Shelburne & Queen's .N.S	17 25	25 00	.....	.....
Upper Otnabog	Sunbury & Queen's..N.B	22 00	25 00	.....	.....
Upper Peel	Carleton .....N.B	18 75	25 00	.....	.....
Upper Pereaux	King's.....N.S	40 00	25 00	.....	.....
Upper Pinevale	Antigonishe.....N.S	3 00	25 00	.....	.....
Upper Pointe de Bute	Westmoreland .....N.B	38 75	25 00	.....	.....
Upper Port Latour	Shelburne & Queen's.N.S	166 17	62 00	.....	5 00
Upper Pugwash	Cumberland.....N.S	16 25	25 00	.....	.....
Upper Queensbury	York.....N.B	50 92	25 00	.....	.....
Upper Rawdon	Hants.....N.S	111 01	48 00	.....	5 00
Upper Rexton	Kent.....N.B	25 68	25 00	.....	.....
Upper River Dennis	Inverness.....N.S	15 98	25 00	.....	.....
Upper Rockport	Westmoreland .....N.B	19 00	25 00	.....	.....
Upper Sackville	Halifax.....N.S	26 20	25 00	.....	.....
Upper Sackville	Westmoreland. .....N.B	277 25	88 00	3 00	10 00
Upper Scotsburn	Pictou.....N.S	12 00	25 00	.....	.....
Upper Sheffield	Sunbury & Queen's..N.B	51 36	30 00	.....	.....
Upper Smithfield	Guysborough.....N.S	31 00	*37 00	.....	.....
Upper Southampton	York .....N.B	14 00	25 00	.....	.....
Upper South River	Antigonishe.....N.S	91 50	36 00	3 00	.....
Upper South West Mabou	Inverness .....N.S	11 50	25 00	.....	.....
Upper Springfield	York..... .....N.B	26 30	25 00	.....	.....

* Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Springfield	Antigonishe N.S	12 00	25 00		
Upper Sumas	New Westminster B.C	52 20	32 00		
Upperton	King's & Albert N.B	29 96	25 00		
Upper Washabuck	North Cape Breton & Victoria N.S	28 75	25 00		
Upper Westmoreland	Queen's P.E.I	13 00	25 00		
Upper Whitehead	Guysborough N.S	17 00	25 00		
Upper Wicklow	Carleton N.B	31 96	25 00		
Upper Wood Harbour	Shelburne & Queen's N.S	85 10	44 00		
Uptergrove	Ontario, N.R O	188 00	78 00		5 00
Upton	King's P.E.I	12 00	25 00		
Urbania	Hants N.S	30 00	25 00		
Urbinville	Prince P.E.I	8 75	25 00		
Urney	King's & Albert N.B	5 25	25 00		
c Urquhart	Strathcona Alta	131 04	40 00		4 16
Urquharts	King's & Albert N.B	21 00	25 00		
Ursa	Victoria & Haliburton O	63 86	28 00		
Usher	Antigonishe N.S	8 00	25 00		
Usona	Strathcona Alta	18 08	25 00		
Utica	Ontario, S.R O	69 00	40 00		
Utopia	Simcoe, S.R O	151 02	44 00		5 00
Utopia	Charlotte N.B	23 00	25 00		
VACHELL	York, N.R O	37 80	28 00		
Valcartier	Quebec Q	75 65	32 00		
Valcartier Station	Quebec Q	27 95	25 00		
Valcartier Village	Quebec Q	80 00	30 00		
Val des Bois	Labelle Q	148 10	54 00		5 00
Valencay	Labelle Q	50 10	*37 00		
Valenciennes	Mégantic Q	20 00	25 00		
Valens	Wentworth O	48 65	40 00		
Valentia	Victoria & Haliburton O	156 15	68 00		5 00
Vale Perkins	Brome Q	91 39	55 00		5 00
Valetta	Kent, W.R O	169 84	80 00		5 00
Vallentyne	Ontario, N.R O	105 00	44 00		
Valley	Assa, East Sask	25 00	25 00		
b Valley City	Strathcona Alta	60 00	4 16		
Valleyfield	Queen's P.E.I	16 00	25 00		
Valleyfield, East	King's P.E.I	23 00	25 00		
Valley Mills	Inverness N.S	18 23	25 00		
Valley River	Dauphin M	158 39	†87 48		5 00
Valley Station	Colchester N.S	51 75	26 50	8 00	
Valmont	Champlain Q	116 50	71 00		5 00
Valmorin	Terrebonne Q	76 50	25 00		
Valois	Jacques Cartier Q	38 20	25 00		
Valparaiso	Humboldt Sask	49 47	25 00		
Valracine	Compton Q	119 48	55 00		2 50
Vanbrugh	Renfrew, S.R O	54 98	25 00		
a Van Bruyssel	Chicoutimi & Saguenay Q	77 00	1 27		
Vancamp	Dundas O	65 64	36 00		
Vandecar	Oxford, S.R O	45 88	25 00		
Vandeleur	Grey, E.R O	80 00	36 00		
Vandorf	York, N.R O	101 72	46 00		
Vanessa	Norfolk O	177 17	102 00		10 00
Van Horne	Kent, W.R O	12 00	25 00		

a Opened 13-11-05. *b* Opened 1-5-06. *c* Closed 1-5-06. † Including $21.48 night allowance of which $1.48 is arrears. * Including $12 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Vankoughnet	Muskoka, O	51 25	28 00	.....	.....
Vanneck	Middlesex, E.R. O	45 70	25 00	.....	.....
Vansickle	Hastings, W.R. O	22 25	25 00	.....	.....
Vanvlack	Simcoe, N.R. O	38 14	25 00	.....	.....
Varency	Haldimand O	77 30	25 00	.....	.....
Varney	Grey, S.R. O	111 32	50 00	.....	5 00
Vasey	Simcoe, E.R. O	197 08	80 00	.....	5 00
Vassar	Provencher M	89 35	25 00	3 00	.....
Vaucluse	L'Assomption Q	34 20	25 00	.....	.....
Vaudreuil Station	Vaudreuil Q	280 43	98 00	.....	10 00
Vaughan	Hants N.S	14 00	25 00	.....	.....
Vellore	York, C.R. O	86 57	32 00	.....	.....
Venice	Missisquoi Q	14 25	25 00	.....	.....
Venlaw	Dauphin M	55 97	32 00	.....	.....
Vennachar	Lennox & Addington O	102 55	40 00	3 00	.....
Venosta	Wright Q	165 69	70 00	3 00	5 00
Ventry	Grey, E.R O	24 49	25 00	.....	.....
Verdun	Bruce, S.R. O	26 20	25 00	.....	.....
Vereker	Essex, S.R. O	87 73	50 00	.....	5 00
b Verigin	Mackenzie Sask.	84 76	10 41	1 25	.....
Vermillion Bay	Thunder Bay and Rainy River O	314 20	*171 00	.....	15 00
Vermilion Valley	Strathcona Alta	121·60	40 00	.....	.....
Verna	Assa. West Sask.	23 89	25 00	.....	.....
Vernal	Antigonishe N.S	15 75	25 00	.....	.....
Vernet	Labelle Q	32 70	25 00	.....	.....
Vernon Mines	King's N.S	12 00	25 00	.....	.....
Vernon River	Queen's P.E.I	129 41	48 00	4 00	.....
Vernonville	Northumberland, W.R. O	127 39	58 00	.....	5 00
Versailles	St. John & Iberville Q	41 00	25 00	.....	.....
Verschoyle	Oxford, S.R. O	211 75	81 00	.....	5 00
Verte Vallée	Vaudreuil Q	38 47	25 00	.....	.....
Vesta	Brucc, S.R. O	76 14	32 00	.....	.....
Vestfold	Dauphin M	25 25	25 00	.....	.....
Vesuvius	King's N.S	16 00	25 00	.....	.....
Veuve River	Muskoka O	44 14	25 00	.....	.....
Vezina's Corner	Richmond & Wolfe Q	12 25	25 00	.....	.....
Vicars	Huntingdon Q	65 81	28 00	10 00	.....
Vickers	Grey, S.R. O	25 00	25 00	.....	.....
Victoria	Carleton N.B	133 00	70 00	.....	5 00
Victoria	Cumberland N.S	35 25	25 00	.....	.....
Victoria Beach	Annapolis N.S	101 00	40 00	.....	.....
Victoria Bridge	South Cape Breton N.S	21 00	25 00	3 00	.....
Victoria Cross	King's P.E.I	22 00	25 00	.....	.....
Victoria Corners	Ontario, S.R. O	33 00	25 00	.....	.....
Victoria Harbour	King's N.S	28 48	25 00	.....	.....
a Victoria Line	Inverness N.S	6 25	7 88	.....	.....
Victoria Mines	South Cape Breton N.S	59 85	30 50	.....	.....
Victoria Square	York, C.R. O	120 00	58 00	.....	5 00
Victoria Vale	Annapolis N.S	51 91	48 00	.....	5 00
Victoria West	Prince P.E.I	33 44	25 00	.....	.....
Victory	Annapolis N.S	13 00	25 00	.....	.....
Victory	Sunbury & Queen's N.B	9 75	25 00	.....	.....
Vieille Eglise	Lotbinière Q	63 76	47 00	.....	2 50
Vienneau	Northumberland N.B	12 50	25 00	.....	.....
c Viewfield	Qu'Appelle Sask	33 00	22 91	.....	.....
Viger	Témiscouata Q	350 91	142 00	18 00	15 00
Vigo	Simcoe, N.R. O	21 85	25 00	.....	.....

a Closed 24-10-05. *b* Opened 1-2-06. * Including $15 night allowance. *c* Opened 1-8-05.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Viking	Strathcona.....Alta	94 94	25 00	.....	.....
Village Bélanger	Laval.....Q	35 00	25 00	.....	.....
Villagedale	Shelburne & Queen's.N.S	52 69	25 00	.....	.....
Village Green	Queen's East. ..P E.I	12 00	25 00	.....	.....
Village Saint Jean	Kent.....N.B	27 25	25 00	.....	.....
Village St. Onge	Three Rivers and St. Maurice.....Q	115 25	44 00	.....	.....
Villani	Labelle.....Q	17 00	25 00	.....	.....
Villanova	Norfolk.....O	220 23	98 00	.....	10 00
Ville Guay	Lévis.....Q	20 07	25 00	.....	.....
Villemay	Lévis.....Q	21 95	25 00	.....	.....
Villeneuve	Maisonneuve.....Q	§	§	.....	.....
Villeneuve	Edmonton.....Alta	45 98	25 00	.....	.....
Villeray	Laval.....Q	§	§	.....	.....
Villette	Compton.....Q	76 50	27 50	.....	.....
Villiers	Peterborough, E.R....O	81 66	40 00	.....	.....
Vincennes	Champlain.....Q	70 14	44 00	.....	.....
Vincent	Sunbury & Queen's..N.B	20 75	25 00	.....	.....
Vine	Simcoe, S.R.....O	27 41	25 00	.....	.....
Vinemount	Wentworth .....O	143 00	60 00	.....	5 00
c Vinette	Russell .....O	38 50	16 67	.....	.....
Vinton	Pontiac.....Q	171 46	66 00	3 00	5 00
Viola Dale	Marquette.....M	37 14	25 00	.....	.....
Violet	Lennox & Addington..O	25 40	25 00	.....	.....
Violet Hill	Dufferin.....O	59 00	25 00	.....	.....
Virgil	Lincoln.....O	101 97	†48 00	.....	2 50
Vivian	York, N.R.....O	41 07	25 00	.....	.....
Voght Valley	Yale & Cariboo. ....B.C	60 50	25 00	.....	.....
Vogler's Cove	Lunenburg.....N.S	96 35	35 00	.....	.....
* Vonda	Humboldt..... Sask	489 36	*d* 72 81	.....	3 75
Vroomanton	Ontario, N.R.....O	62 58	32 00	.....	.....
Vyner	Lambton, W.R.. .....O	34 33	25 00	.....	.....
WAASIS STATION	Sunbury & Queen's .N.B	69 67	35 00	.....	.....
Waba	Renfrew, S.R.....O	134 72	58 00	.....	5 00
a Wabamum	Edmonton .....Alta	85 67	22 91	.....	.....
Wabash	Kent, E.R.. .....O	163 52	62 00	.....	5 00
Wabassee	Labelle.. .....Q	93 42	56 00	.....	5 00
b Wadden Cove	South Cape Breton..N.S	12 25	18 75	.....	.....
Wadhams	Comox-Atlin .....B.C	90 40	34 00	.....	.....
Wagarville	Frontenac.....O	41 46	25 00	.....	.....
Wagram	Wellington, N.R.....O	15 00	25 00	.....	.....
Wakaw	Humbo'dt.....Sask	36 50	25 00	.....	.....
Wakefield Centre	Carleton .....N.B	7 00	25 00	.....	.....
Wakeham	Lisgar.....M	23 35	25 00	.....	.....
Wakopa	Souris.....M	142 75	38 00	.....	.....
Waldeck Line	Annapolis.....N.S	21 00	25 00	.....	.....
Waldegrave	Colchester.....N S	51 50	25 00	.....	.....
Waldemar	Dufferin .....O	185 91	84 00	.....	5 00
Walden	Lunenburg.....N.S	20 00	25 00	.....	.....
Waldheim	Sask.....Sask	52 00	25 00	.....	.....
Walford Station	Algoma, E.R.....O	244 97	128 00	.....	10 00
Walker's	Middlesex, W.R. .....O	82 04	32 00	.....	.....
Walker's Cutting	Drumm'd & Arthab'ka.Q	53 45	30 00	.....	.....
Walker's Point	Muskoka.....O	31 50	25 00	.....	.....

§ For Revenue, &c. *See* Appendix C under Montreal Sub offices, &c. *a* Opened 1-8-05. *b* Opened 1-10-05. *c* Opened 1-11-05. * Late Vaunder. † Including $6 night allowance. *d* Including $10.81 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Walker's Settlement	King's & Albert.....N.B	3 75	25 00	.....	.....
Wallace	Perth, N.R.. .....O	119 70	50 00	.....	5 00
Wallace	Mackenzie.....Sask	17 70	25 00	.....	.....
Wallace Bay	Cumberland .....N.S	32 00	33 50	.....	.....
Wallace Bay South	Cumberland.....N.S	28 13	25 00	.....	.....
Wallace Bridge	Cumberland.. .....N.S	230 50	98 00	.....	10 00
Wallace Grant	Cumberland.....N.S	42 19	25 00	.....	.....
Wallace Highlands	Cumberland.....N.S	16 89	25 00	.....	.....
Wallace Mill	Rimouski.....Q	6 25	25 00	.....	.....
Wallace Ridge	Cumberland.....N.S	146 29	70 00	28 00	5 00
Wallace Station	Cumberland .....N.S	100 00	40 00	11 00	.....
Wallbridge	Hastings, W.R.....O	110 83	42 00	.....	.....
Wallbrook	King's.....N.S	18 48	25 00	.....	.....
Wallenstein	Wellington, N.R.....O	81 10	36 00	.....	.....
Waller	Russell.....O	6 25	25 00	.....	.....
Walmer	Oxford, N.R .....O	52 68	25 00	.....	.....
Walnut	Lambton, E.R.....O	91 00	44 00	.....	.....
Walpole Island	Lambton, W.R. .....O	34 45	25 00	.....	.....
Walsh	Assa. West.....Sask	310 75	124 00	8 00	10 00
Waltham Station	Pontiac.....Q	182 59	70 00	.....	5 00
Walton's Lake	King's & Albert.....N.B	5 00	25 00	.....	.....
Wanstead	Lambton, W.R. .....O	173 66	78 00	16 00	5 00
Wapaha	Souris .....M	22 02	25 00	.....	.....
Wapta	Kootenay.....B.C	10 17	25 00	.....	.....
Warburton	Leeds.....O	171 55	84 00	.....	5 00
Warden	Shefford..... .....Q	277 82	132 00	12 00	.....
Wardenville	Sask. .....Sask	35 00	25 00	.....	.....
Ward's Brook	Cumberland.....N.S	76 37	35 00	.....	.....
Ward's Creek Road	King's & Albert.....N.B	11 75	25 00	.....	.....
c Ward's Crossing	Colchester..... N.S	71 25	41 00	.....	2 50
Wareham	Grey, E.R .....O	64 00	30 00	.....	.....
Warina	Stormont.....O	33 17	25 00	.....	.....
Warleigh	Marquette.....M	5 00	25 00	.....	.....
a Warman	Sask.....Sask	233 31	49 46	.....	.....
b Warmley	Assa. E .....Sask	17 50	12 50	.....	.....
Warminster	Simcoe, E.R.....O	186 00	90 00	5 00	5 00
Warner	Lincoln.....O	15 75	25 00	.....	.....
Warren	York .....N.B	14 10	25 00	.....	.....
Wartburg	Perth, N.R.....O	56 74	25 00	.....	.....
Warwick	Edmonton..... Alta	134 89	52 00	.....	5 00
Wasa	Kootenay..... ...B.C	49 03	25 00	.....	.....
Wascana	Assa. West.. .....Sask	28 42	36 00	.....	.....
Washabuck Bridge	Victoria..... .....N.S	18 75	25 00	.....	.....
Washburn	Frontenac .....O	120 61	50 00	3 00	2 50
Washington	Oxford, N.R.....O	165 20	76 00	.....	5 00
Wassewa	Souris.....M	24 78	25 00	.....	.....
Waterborough	Sunbury & Queen's..N.B	26 60	25 00	.....	.....
Waterford	Digby .....N.S	30 00	25 00	.....	.....
Waterford	King's & Albert.....N.B	112 20	52 00	5 00	.....
Waterford	Prince..... ..P.E.I	27 00	25 00	.....	.....
Waterloo	Lunenburg.....N.S	18 25	25 00	.....	.....
Waternish	Guysborough..... N.S	25 00	25 00	.....	.....
Waterside	King's & Albert ....N.B	96 25	54 00	.....	5 00
Waterside	Pictou.....N.S	24 98	25 00	3 00	.....
Waterton	Brockville.....O	47 04	25 00	.....	.....
Watervale	Pictou .....N.S	76 70	28 50	.....	.....
Waterville	Carleton..... N.B	78 50	30 00	.....	.....
Watford	Lunenburg .. ....N.S	24 00	25 00	.....	.....

a Opened 15-1-06. *b* Late Yankeetown. *c* Closed 1-4-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Watson's Corners	Lanark, N.R.....O	178 08	70 00	3 00	5 00
Watson Settlement	Carleton.....N.B	13 25	25 00		
Wattenwyl	Parry Sound.....O	24 93	25 00		
Watt Section, Sheet Harbour	Halifax.....N.S	55 04	25 00	5 00	
Wattsburg	Kootenay.....B.C	143 75	44 00		
Wattsview	Marquette.....M	20 00	25 00		
Waubamick	Parry Sound.....O	81 00	25 00		
Waubuno	Lambton, W.R.....O	95 08	34 00		
Waudby	Grey, S.R .....O	25 00	25 00		
Waugh	Edmonton.....Alta	6 50	25 00		
Waugh's River	Colchester.....N.S	220 63	82 00		5 00
Waupoos	Prince Edward .....O	135 79	46 00		5 00
Waupoos East	Prince Edward.....O	62 25	25 00		
Wavy Bank	Selkirk.....M	45 26	25 00		
*a*Wavy Lake	Strathcona.....Alta	72 97	20 83		
WaWa	Algoma, W.R.....O	35 46	90 00		7 50
Waweig	Charlotte.....N.B	69 87	25 00		
Wawota	Assa. East..... Sask.	86 70	36 00		
Wayerton	Northumberland...N.B	13 00	25 00		
*b*Wayland	Algoma, W.R.....O	32 68	25 00		
Wayside	Lanark, S.R.....O	76 00	34 00		
Way's Mills	Stanstead.....Q	224 00	94 00		10 00
Weatherly	Lunenburg.....N.S	24 96	25 00		
Weaver	Victoria.....N.B	13 25	25 00		
Weaver Settlement	Digby.....N.S	27 25	25 00		
Webster's Corner	Queen's.....P.E.I	27 00	25 00	3 00	
Webster's Corners	New Westminster....B.C	30 50	25 00		
Weedon	Richmond & Wolfe....Q	40 16	27 50		
Weedon Centre	Richmond & Wolfe....Q	88 86	52 00		5 00
Weidmann	Lambton, E.R.....O	45 90	25 00		
Weir	Wentworth .....O	36 69	25 00		
Weirhill	Assa. East.....Sask	16 10	25 00		
Weirstead	Pontiac.....Q	59 40	38 00		
Weissenburg	Waterloo, N.R.....O	42 30	25 00		
Welch	Westmoreland.....N.B	25 44	25 00		
Welcome Pass	Comax-Atlin.....B.C	27 46	25 00		
Weldon	Humboldt.....Sask	71 70	48 00		5 00
Weldon	King's & Albert.....N.B	25 23	25 00		
Welland Station	Welland.....O	106 33	34 00		
Wellburn	Middlesex, E.R.....O	35 25	25 00		
Wellington	Prince.....P.E.I	33 00	25 00		
Wellington	Yarmouth.....N.S	43 82	25 00		
Wellington Station	Halifax.....N.S	18 75	25 00		
Wells	King's & Albert ....N.B	10 00	25 00		
Welsford	Pictou.....N.S	100 00	44 00		5 00
Welsford Road	King's.....N.S	37 50	21 12		
Welshtown	Shelburne & Queen's.N.S	7 45	25 00		
Welton's Corner	King's .....N.S	28 75	25 00		
Welwyn	Assa. East.....Sask	9 20	32 50		
Wemyss	Lanark, S.R.....O	78 05	40 00	5 00	
Wendover	Prescott .....O	218 45	92 00		10 00
Wensley	Frontenac.....O	112 75	42 00		2 50
Wentworth	Cumberland .....N.S	47 60	32 00		
Wentworth Creek	Hants.....N.S	31 00	25 00		
Wentworth Station	Cumberland .....N.S	252 95	140 00	42 00	12 50
Wentzell's Lake	Lunenburg.....N.S	30 00	25 00		
Wesley	Dufferin .....O	47 97	25 00		
Wesleyville	Durham.....O	64 00	30 00		

*a*Opened 1-9-05. *b*Late Windermere Station.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
*a*Wessington	Strathcona.....Alta	27 08	14 58		
West Advocate	Cumberland.....N.S	35 00	25 00		
West Alba	Inverness.....N.S	31 94	25 00		
West Amherst	Cumberland.....N.S	53 46	25 00		
West Apple River	Cumberland.....N.S	32 16	25 00		
*c*West Aylwin	Wright.....Q	20 08	8 33		
Westbank	Yale & Cariboo.....B.C	26 39	25 00		
West Bay Road	Inverness.....N.S	135 58	58 00	98 00	5 00
West Berlin	Shelburne & Queen's.N.S	75 80	30 00		
West Bolton	Brome.....Q	24 75	25 00		
Westboro	Carleton.....O	334 75	82 00		5 00
West Branch, River John	Pictou.....N.S	167 26	* 78 00		5 00
West Branch, St. Nicholas River	Kent.....N.B	36 25	25 00		
Westbridge	Yale & Cariboo.....B.C	28 20	25 00		
*b*West Bridgeford	Assa. West.....Sask	24 00	10 41		
West Brook	Frontenac.....O	144 00	60 00		5 00
West Brook	Cumberland.....N.S	41 00	26 00		
West Brooklyn	Annapolis.....N.S	25 00	30 00		
Westbrook Mills	Cumberland.....N.S	47 00	26 00		
Westbury	Compton.....Q	26 20	25 00		
Westbury Basin	Compton.....Q	10 00	25 00		
West Caledonia	Shelburne & Queen's.N.S	25 00	25 00		
West Cape	Prince.....P.E.I	39 15	25 00		
Westchester	Cumberland.....N.S	59 25	30 50		
Westchester Lake	Cumberland.....N.S	6 00	25 00		
West Chezzetcook	Halifax.....N.S	69 36	34 00		
West Clifford	Lunenburg.....N.S	14 73	25 00		
Westcock	Westmoreland.....N.B	24 20	25 00		
West Devon	Prince.....P.E.I	109 13	46 00		5 00
West Ditton	Compton.....Q	6 00	25 00		
West Dublin	Lunenburg.....N.S	189 83	86 00	9 00	5 00
West Earltown	Colchester.....N.S	6 25	25 00		
West Ely	Shefford.....Q	74 15	25 00		
Westerly	Pictou.....N.S	16 25	25 00		
Western Covehead	Queen's.....P.E.I	52 46	25 00		
Western Head	Shelburne & Queen's.N.S	20 75	25 00		
Western Road	Prince.....P.E.I	5 00	25 00		
West Essa	Simcoe, S.R.....O	34 26	25 00		
Westfield	Huron, E.R.....O	90 00	36 00		
Westfield	Shelburne & Queen's.N.S	15 20	25 00		
Westfield Centre	King's & Albert.....N.B	183 75	72 00		5 00
West Flamborough	Wentworth, S.R.....O	222 11	86 00		5 00
Westford	Bruce.....O	15 00	25 00		
West Franklin	York, N.R.....O	36 50	25 00		
West Glassville	Carleton.....N.B	33 94	25 00		
West Grove	Muskoka.....O	20 00	25 00		
West Guilford	Victoria & Haliburton..O	38 10	25 00		
West Hall	Souris.....M	16 90	25 00		
Westham Island	New Westminster...B.C	46 00	30 00		
West Hansford	Cumberland.....N.S	17 00	25 00		
West Head	Shelburne & Queen's.N.S	23 30	25 00		
West Hill	York, C.R.....O	71 47	30 00		
Westholme	Nanaimo.....B.C	170 85	76 00		5 00
West Huntingdon	Hastings, W.R.....O	111 12	50 00		5 00
West Inglesville	Annapolis.....N.S	27 90	25 00		
West Jeddore	Halifax.....N.S	74 31	30 00		
West Keith	Compton.....Q	26 68	25 00		
West La Have Ferry	Lunenburg.....N.S	143 92	66 00	5 00	5 00

a Opened 1-12-05. *b* Opened 1-2-06. *c* Reopened 1-3-06 * Including $12 night allowance.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
West Lake	Prince Edward O	110 71	40 00		
West Lakevale	Antigonishe N.S	10 00	25 00		
West Lawrencetown	Halifax N.S	53 68	25 00		
West Leicester	Cumberland N.S	24 84	25 00		
Westley	Kootenay B.C	96 30	94 00		10 00
West Liscombe	Guysborough N.S	24 96	25 00		
West Lochaber	Antigonishe N.S	31 23	25 00		
West Mabou Harbour	Inverness N.S	6 00	25 00		
West McGillivray	Middlesex, N.R. O	36 19	25 00		
West Medford	King's N.S	29 00	25 00		
West Merigomish	Pictou N.S	132 56	77 00		5 00
West Middle Sable	Shelburne & Queen's N.S	17 20	25 00		
Westminster	Prescott O	41 06	25 00		
West Montrose	Waterloo, N.R. O	158 52	46 00		5 00
Westmoreland Point	Westmoreland N.B	129 09	65 00	54 00	5 00
West New Annan	Colchester N.S	152 00	78 00		5 00
West Newdy Quoddy	Halifax N.S	115 36	44 00		
West Newton	Prince P.E.I	6 25	25 00		
West Northfield	Lunenberg N.S	64 02	28 00	5 00	
Weston	King's N.S	182 10	72 00		5 00
Weston	Carleton N.B	10 00	25 00		
West Osgoode	Russell O	67 75	28 00		
Westover	Wentworth O	146 29	58 00		5 00
West Petpeswick	Halifax N.S	28 37	25 00		
West Plain	Lennox & Addington O	11 00	25 00		
‡West Point	Prince P.E.I	101 00	40 00		
West Point	Prince Edward O	25 00	25 00		
West Port Clyde	Shelburne & Queen's N.S	113 53	46 00		2 50
West Quaco	St. John N.B	163 08	69 00		5 00
West River	King's & Albert N.B	25 00	25 00		
West River	Pictou N.S	64 00	33 00	18 00	
West Scotch Settlement	King's & Albert N.B	17 00	25 00		
West Shefford Station	Shefford Q	25 00	25 00		
West Side of Middle River	North Cape Breton & Victoria N.S	27 25	25 00	*b*3 38	
*a*West St. Andrews	Colchester N.S	12 30	25 00		
West St. Peter's	King's P.E.I	15 00	25 00		
West Sutton	Brome Q	34 00	25 00		
West Tatamagouche	Colchester N.S	28 73	25 00		
Westview	Assa. West Sask	51 88	28 00		
Westward Ho	Calgary Alta	16 82	25 00		
Wexford	York, C.R. O	84 03	38 00		
Whalen	Middlesex, N.R. O	50 15	25 00		
Whaletown	Comox-Atlin B.C	36 93	25 00		
Wharncliffe	Algoma, E.R. O	27 25	25 00		
Wharton	Cumberland N.S	29 40	25 00		
Wheatfields	Sask. Sask	47 65	25 00		
*d*Wheatland	Marquette M	6 90	7 50		
Wheatland	Drumm'd & Arthab'ka. Q	41 73	25 00		
Wheatley River	Queen's P.E.I	59 04	25 00	3 00	
Wheaton Mills	Westmoreland N.B	27 00	25 00		
Wheaton Settlement	Westmoreland N.B	16 00	25 00		
Wheatwyn	Assa. West Sask.	23 85	25 00		
Wheeler	Lambton, E.R. O	5 00	25 00		
Whelan Lake	Renfrew, S.R. O	35 20	25 00		
Whim Road Cross	King's P.E.I	46 58	25 00		
White	Lanark, N.R. O	22 00	25 00		
Whitebread Station	Kent, E.R. O	82 31	33 00		

‡ Summer office. *a* Late Ramsay. *b* Including 38c. arrears forward allowance. *d* Closed 1-10-05.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Whitebrush	Strathcona, Alta	71 25	32 00		
Whiteburn Mines	Shelburne & Queen's, N.S	22 96	25 00		
White Church	Bruce, S.R., O	284 37	120 00	11 00	10 00
Whitefish	Algoma, E.R., O	311 56	125 00		10 00
White Fish Lake	Wright, Q	37 78	25 00		
White Fish Lake	Edmonton, Alta	24 20	25 00		
White Glen	Carleton, N.B	12 00	25 00		
Whitehall	Parry Sound, O	54 30	25 00	3 00	
*a*White Hawk	Mackenzie, Sask	32 74	19 85		
White Head Percé	Gaspé, Q	73 00	25 00		
Whitehead	King's & Albert, N.B	38 00	25 00		
White Head	Charlotte, N.B	60 86	28 00		
White Hill	Pictou, N.S	6 00	25 00		
Whitehurst	Brockville, O	38 00	25 00		
White Lake	Renfrew, S.R., O	167 59	62 00	2 75	5 00
White Lake	Yale & Cariboo, B.C	44 20	25 00		
White Oak	Middlesex, E.R., O	54 50	25 00		
White Point	North Cape Breton and Victoria, N.S	5 00	25 00		
White Rock Mills	King's, N.S	84 38	44 00		
White Rose	York, N.R., O	35 00	25 00		
White Sand	Mackenzie, Sask	33 41	25 00		
White Sands	King's, P.E.I	15 47	25 00		
Whiteside	Richmond, N.S	25 00	25 00		
White's Corner	King's, N.S	24 50	25 00		
White's Cove	Sunbury & Queen's, N.B	146 72	64 00	4 00	5 00
Whiteside	Muskoka, O	134 93	52 50		5 00
White's Lake	Halifax, N.S	9 00	25 00		
White's Mills	King's & Albert, N.B	8 00	25 00		
White's Mountain	King's & Albert, N.B	4 00	25 00		
White's Point	Sunbury & Queen's, N.B	23 50	25 00		
White's Settlement	Kent, N.B	25 00	25 00		
White's Station	Huntingdon, Q	64 00	33 00		
Whitestone	Parry Sound, O	256 75	40 00		
Whitfield	Dufferin, O	24 10	25 00	5 00	
Whitford	Edmonton, Alta	86 70	65 00	12 00	2 50
Whitney	Northumberland, N.B	55 00	32 00		
Whittier's Ridge	Charlotte, N.B	16 25	25 00		
Whittington	Dufferin, O	56 50	25 00		
Whitwick	Compton, Q	11 64	25 00		
Whitworth	Témiscouata, Q	116 89	34 00		
Whycocomagh Bay (N. Side)	Inverness, N.S	11 00	*b*29 00	3 00	
Whycocomagh Mount	Inverness, N.S	5 25	25 00		
Whycocomagh Portage	Inverness, N.S	13 00	25 00	14 00	
*d*Whytewold	Selkirk, M	20 09	7 33		
Wick	Ontario, N.R., O	59 75	29 00		
Wickham	Sunbury & Queen's, N.B	62 57	27 50		
Wickham Falls	Drumm'd & Arthabaska, Q	11 50	25 00		
Wicklow	Northumberland, W.R., O	135 54	56 00		5 00
Wicklow	Carleton, N.B	41 33	26 00		
Wicksteed	Victoria & Haliburton, O	6 00	25 00		
Widder	Lambton, E.R., O	55 85	28 00		
*c*Widdifield	Nipissing, O	6 00	12 50		
†Widdifield Station	Nipissing, O	83 97	25 00		
Wiggins	Sunbury & Queen's, N.B	9 00	25 00		
Wikwemikong	Algoma, E.R., O	107 43	45 00		2 50
Wilbur	Frontenac, O	48 25	27 50		
Wilcox	Lincoln, O	20 48	25 00		

a Reopened 15-9-05. *b* Including $4 night allowance. *d* Closed 16-10-05. †Late Camelot. *c* Closed 1-1-06.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wilcox	Qu'Appelle Sask	311 42	75 00		5 00
Wildfield	Peel O	29 50	25 00		
Wild Oak	Dauphin M	114 48	42 00		
Wildwood	Oxford, N.R O	39 61	25 00		
Wilford	Dauphin M	11 00	25 00		
Wilfrid	Ontario, N.R O	123 70	58 00		2 50
Wilkinson	Frontenac O	36 55	25 00		
Willetsholme	Frontenac O	9 00	25 00		
Williams	Kent, W.R O	62 00	25 00		
Williamsburg	York N.B	46 98	38 00		
Williamsdale	Cumberland N.S	29 00	25 00		
Williamsdale East	Cumberland N.S	87 29	25 00		
Williamsport	Muskoka O	3 00	25 00		
*d*William's Siding	Kootenay B.C	25 35	10 41		
Williamstown	Carleton N.B	15 25	25 00		
Williscroft	Bruce, S.R O	120 88	52 00		5 00
Willocks	Assa. East Sask	17 00	25 00	3 00	
Willoughby	Sask Sask	6 94	28 00		
Willowbank	Inverness N.S	23 00	*31 00	7 00	
Willowbrook	Mackenzie Sask	77 00	42 00	6 00	2 50
Willow Bunch	Assa. West Sask	73 00	32 00		
Willow Creek	Bruce, N.R O	40 00	28 00		
Willowdale	York, S.R O	271 92	128 00		10 00
Willowdale	Pictou N.S	34 98	*31 00		
Willow Grove	St. John N.B	3 00	25 00		
Willowgrove	Haldimand O	104 82	36 00		
Willow Point	Kootenay B.C	25 00	25 00		
Willow Range	Macdonald M	169 86	95 00	6 00	10 00
Willows	Alta. Alta	26 19	25 00		
Wilmot	Carleton N.B	15 20	25 00		
Wilmot Valley	Prince P.E.I	21 00	25 00		
Wilsonburgh	Sunbury & Queen's N.B	9 00	25 00		
Wilson Croft	Lambton, E.R O	24 21	25 00		
Wilson's Bay	Grenville O	20 00	25 00		
Wilson's Beach	Charlotte N.B	160 00	66 00		5 00
Wilson's Corners	Wright Q	24 84	25 00		
Wilson's Mills	Mégantic Q	101 61	42 00		
Wilson's Point	Gloucester N.B	11 25	25 00		
Wilsonville	Norfolk O	112 84	44 00		
Wilstead	Leeds O	46 54	26 50		
Wilton Grove	Middlesex, E.R O	118 00	40 00		
Winchelsea	Huron, S.R O	134 36	72 00		5 00
Windon	King's P.E.I	2 75	25 00		
Windfall	Essex, S.R O	43 10	25 00		
Windham Hill	Cumberland N.S	21 44	25 00		
Windsor	Carleton N.B	42 94	25 00		
Windsor Forks	Hants N.S	98 26	44 00		5 00
Windsor Junction	Halifax N.S	120 73	50 00		5 00
Windsor North	Richmond & Wolfe Q	17 12	25 00		
Windygates	Lisgar M	24 18	25 00		
Winfield	Wellington, N.R O	68 07	25 00		
Wingard	Sask Sask	27 50	25 00	6 00	
Winger	Welland O	166 21	78 00		5 00
Wingle	Renfrew, S.R O	32 00	25 00	5 00	
Winlaw	Assa. East Sask	38 25	25 00		
Winlaw	Kootenay B.C	166 84	58 50		5 00
Winnipeg Beach	Selkirk Man	333 37	**153 21	96 33	15 00
Winsloe Road	Queen's P.E.I	20 21	25 00		

d Opened 1-2-06. * Including $6 night allowance. ** Including $19.21 night allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Winsloe Station	Queen's P.E.I	32 00	25 00	14 00	
Winslow	Lincoln O	73 41	38 00		
c Winston	Victoria & Haliburton O	5 70	10 53		
Winterburn	Edmonton Alta	32 00	25 00		
Winterbourne	Waterloo, N.R O	169 52	75 00		5 00
Winthrop	Huron, S.R O	123 82	60 00		5 00
Wisawasa	Parry Sound O	82 90	40 00	3 00	
Wisbeach	Lambton, E.R O	103 25	48 00		5 00
Wisely	York N.B	6 00	25 00		
Wishart	Humboldt Sask	120 97	48 00		5 00
Wittenburg	Colchester N.S	45 62	25 00		
Woburn	York, C.R O	18 80	25 00		
Wode House	Grey, E.R O	74 24	30 00		
Wolfe Ridge	Missisquoi Q	6 04	25 00		
Wolf Lake	Pontiac Q	42 32	28 00		
Wolford Centre	Grenville O	30 25	30 00		
d Wolfsheim	Humboldt Sask	26 16	10 41		
Wolseley	Grey, N.R O	10 45	25 00		
Wolverton	Oxford, N.R O	195 90	92 00		5 00
Wood	Hastings, W.R O	15 00	25 00		
Woodbank	Middlesex, E.R O	18 25	25 00		
Wood Bay	Lisgar M	85 02	54 00		5 00
Woodbine	South Cape Breton N.S	9 25	25 00		
Woodbourne	Pictou N.S	12 00	25 00		
Woodburn	Wentworth O	54 40	50 00		5 00
Woodfield	Pictou N.S	12 50	25 00		
b Woodfield	Selkirk M	15 87	14 58		
Wood Green	Middlesex, W.R O	105 55	48 00		2 50
Woodhill	Peel O	59 23	28 00		
Woodhurst	Westmoreland N.B	6 00	25 00		
Woodington	Muskoka O	80 00	42 00		
Wood Island	Queen's P.E.I	83 80	38 00	5 00	
Wood Islands, North	Queen's P.E.I	18 75	25 00		
a Wood Islands West	Queen's P.E.I	14 00	16 67		
Wood Lake	St. John N.B	5 00	25 00		
Woodland	Chateauguay Q	171 25	43 75		
Woodlands	Stormont O	37 75	28 50		
Woodlands	Macdonald M	144 11	62 00	24 00	5 00
Woodlands	York N.B	4 00	25 00		
Woodlawn	Carleton O	50 50	25 00		
Woodlawn	Carleton N.B	6 25	25 00		
Woodlea	Portage la Prairie M	23 25	25 00		
Woodmore	Provencher M	53 77	25 00		
Wood Mountain	Assa. West Sask	56 45	28 00		
Woodnorth	Brandon M	24 14	25 00		
Wood Point	Westmoreland N.B	28 92	25 00		
Wood River	Strathcona Alta	12 00	25 00		
Woodridge	Provencher M	173 78	74 00		5 00
a Woodrooffe	Carleton O	17 00	16 67		
Woodroyd	Selkirk M	15 75	25 00		
Woodside	Mégantic Q	32 73	25 00	5 00	
Woodside	Portage la Prairie M	6 25	25 00	3 00	
Woodside	Sunbury & Queen's N.B	13 00	25 00		
Woodside	King's N.S	18 00	25 00		
Woodstock Road Station	Carleton N.B	25 00	25 00		
Woodvale	Digby N.S	18 61	25 00		
Woodville	Hants N.S	36 46	25 00		
Woodville	Prince P.E.I	5 00	25 00		
Woodville	Victoria N.B	14 75	25 00		

a Opened 1-11-05. *b* Opened 1-12-05. *c* Closed 2-12-05. *d* Opened 1-2-06.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Rent Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Woodville Mills	King's P.E.I	19 71	25 00		
Woodward	New Westminster B.C	29 28	25 00		
Woodward's Cove	Charlotte N.B	131 36	56 00		5 00
Woolchester	Assa. West Alta	24 20	25 00		
Woonona	Macdonald M	16 00	25 00		
Workman	Assa. East Sask	21 55	25 00		
Wostok	Edmonton Alta	198 37	44 00		5 00
Wreck Cove	North Cape Breton and Victoria N.S	29 23	25 00		
Wright	Wright Q	231 60	119 00	6 00	10 00
Wyandot	Wellington, N.R O	32 00	25 00		
†Wycliffe	Kootenay B.C	374 27	48 00		5 00
Wyecombe	Norfolk O	151 00	††84 00		5 00
Wylie	Renfrew, N.R O	44 98	25 00		
c Wyman	Pontiac Q	199 91	85 00	2 00	5 00
Wyse's Corner	Halifax N.S	15 00	25 00		
Wyton Station	Middlesex, E.R O	45 00	25 00		
Wyvern	Cumberland N.S	17 87	25 00		
a YAHK	Kootenay B.C	180 94	20 83		
Yamaska	Yamaska Q	292 30	120 00		10 00
Yarm	Pontiac Q	38 39	25 00		
Yarmouth Centre	Elgin, E.R O	135 50	56 00		5 00
Yarrow	Alta Alta	42 50	30 00		
Yatton	Wellington, N.R O	48 66	25 00	11 00	
Yearley's	Muskoka O	34 04	25 00		
Yelverton	Durham O	72 84	25 00		
Yeovil	Grey, S.R O	98 80	40 00	5 00	
Yoho	York N.B	12 00	25 00		
*Yoho Island	Parry Sound O	31 00	25 00		
Yone	Victoria N.B	10 00	25 00		
** York Centre	Gaspé Q	10 00	8 33		
York Mills	York, S.R O	118 00	50 00		
York Mills	York N.B	52 41	25 00		
York Point	Queen's P.E.I	24 25	25 00		
Youghall	Gloucester N.B	24 00	25 00		
Young Cove	Annapolis N.S	8 00	25 00		
Young's Cove	Sunbury & Queen's N.B	78 53	48 00		2 50
Young's Cove Road	Sunbury & Queen's N.B	202 45	80 00	76 00	5 00
Youngstown	Strathcona Alta	114 01	32 00		
Youville	Jacques Cartier Q	64 26	28 00		
ZADOW	Renfrew, N.R O	39 05	25 00		
Zealand	Frontenac O	36 98	25 00		
b Zealandia	Assa W Sask	50 00	6 25		
Zealand Station	York N.B	87 92	38 00		
Zenda	Oxford, S.R O	96 00	40 00		
Zimmerman	Halton O	86 50	31 54		
Zion	Durham O	80 00	56 00		5 00
Ziska	Muskoka O	30 80	25 00		
a Zorra	Mackenzie Sask	17 50	20 83		

*Summer office. *a* Opened 1-9-05. *c* Late Billerica. † Late Bayard. ** Opened 1-3-06. ††Including $12 night allowance. *b* Opened 1-4-06.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX E

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK

APPENDIX E.

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1906. was $45,736,-488.51, or an increase of $368,727.83; the average to the credit of each depositor being $276.75, as against $274.09 on June 30, 1905.

The number of accounts opened during the year was 37,681, or an increase of 2,305 over the previous year, and 879 accounts were transferred from the Dominion Government Savings Bank at Toronto. The number of accounts closed was 39,536, an increase of 534 over the previous year. The number of accounts remaining open at the close of the year was 164,542, or a decrease of 976, as compared with a decrease of 3,054 the preceding year.

The deposits were 233,803 in number, an increase of 10,522 over the previous year, and amounted to $10,805,458, an increase of $301,588. The average amount of each deposit was $46.21 as compared with $47.04 in the previous year.

The deposits in the Dominion Government Savings Bank at Toronto were transferred to the Post Office Savings Bank in November, 1905, and amounted to $559,593.31.

Repayments numbered 106,923, a decrease of 3,234, with a total amount of $12,324,529.26, an increase of $195,428.03; the average withdrawal being $115.26 as compared with $110.11 the previous year.

The interest paid to depositors was $91,034.46 and the interest accrued and made principal on June 30, 1906 was $1,237,171.32, making a total of $1,328,205.78, an increase of $7,694.08.

The number of offices authorized to transact business was increased from 989 to 1,011.

The claims of moneys of deceased depositors which were examined and paid during the year were 1,226 as compared with 1,305 for the previous year.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., chap. 20, sec. 12) of the Post Office Savings Bank transactions for the year ended June 30, 1906, and of the total amount due to depositors on that date.

	$ cts.		$ cts.
Balance due to depositors on June 30, 1905	45,367,760 68	Repayments to depositors during the year	12,324,529 26
Deposits received during the year	10,805,458 00	Balance due to depositors on June 30, 1906	45,736,488 51
Amount of accounts transferred from Dominion Government Savings Bank	559,593 31		
Interest allowed to depositors during the year in accordance with the Statute	1,328,205 78		
	58,061,017 77		58,061,017 77

APPENDIX

STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			$	$	$	
Three months ended June 30, 1868. . .	81	3,247	212,507	65·44	.....	166
Year ended June 30, 1869	213	16,653	927,885	55·71	.....	4,787
Year ended June 30, 1870.....	226	24,994	1,347,901	53·93	.....	9,478
Year ended June 30, 1871.....	230	33,256	1,917,576	57·66	.....	15,148
Year ended June 30, 1872...	235	39,489	2,261,631	57·27	.....	20,154
Year ended June 30, 1873...	239	44,413	2,306,918	51·94	.....	23,800
Year ended June 30, 1874	266	45,329	2,340,284	51·63	.....	25,814
Year ended June 30, 1875.....	268	42,508	1,942,346	45·69	.....	25,954
Year ended June 30, 1876.....	279	38,647	1,726,204	44·66	.....	24,152
Year ended June 30, 1877....	287	36,126	1,521,000	42·10	.....	22,484
Year ended June 30, 1878.....	295	40,097	1,724,371	43·00	.....	21,944
Year ended June 30, 1879.....	297	43,349	1,973,243	45·52	.....	23,226
Year ended June 30, 1880....	297	56,031	2,720,216	48·55	.....	26,716
Year ended June 30, 1881..	304	71,747	4,175,042	58·19	.....	28,510
Year ended June 30, 1882..	308	97,380	6,435,989	66·09	.....	35,859
Year ended June 30, 1883..	330	109,489	6,826,266	62·35	. ...	45,253
Year ended June 30, 1884...	343	109,388	6,441,439	58·88	....	56,026
Year ended June 30, 1885.....	355	116,576	7,098,459	60·89	....	59,714
Year ended June 30, 1886....	392	126,322	7,645,227	60·52	.. ..	62,205
Year ended June 30, 1887.....	415	143,076	8,272,041	57·81	.. ..	65,853
Year ended June 30, 1888...	433	155,978	7,722,330	49·51	217,385.10	78,229
Year ended June 30, 1889..... .. .	463	166,235	7,926,634	47 67	1,085,979.72	84,572
Year ended June 30, 1890.....	494	154,678	6,599,896	42·67	167,501.53	90,151
Year ended June 30, 1891.....	634	147,672	6,500,372	44·02	389,169.28	84,963
Year ended June 30, 1892..	642	145,423	7,056,002	48·52	.....	77,381
Year ended June 30, 1893.....	673	148,868	7,708,888	51·78	.....	73,361
Year ended June 30, 1894.....	699	145,960	7,524,286	51·55	218,173.60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028	52·11	493,889.23	85,588
Year ended June 30, 1896.....	755	155,398	8,138,947	52·37	449,981.61	87,221
Year ended June 30, 1897.....	779	161,151	8,223,000	51·02	1,856,474.31	91,398
Year ended June 30, 1898.....	814	179,814	9,183,693	51·07	786,868.48	94,532
Year ended Juue 30, 1899,.....	838	174,658	8,310,630	47·58	.....	95,090
Year ended June 30, 1900..	847	201,262	10,448,485	51·91	141,171.82	92,713
Year ended June 30, 1901.....	895	212,217	11,091,099	52·26	.....	102,083
Year ended June 30, 1902.....	915	219,678	11,382,035	51·81	415,507.96	105,946
Year ended June 30, 1903..... ...	934	231,619	12,060,825	52·07	....	104,393
Year ended June 30, 1904.....	961	235,043	11,737,940	49·94	....	108,237
Year ended June 30, 1905.....	989	223,281	10,503,870	47·04	252,773·93	110,157
Year ended June 30, 1906.....	1,011	233,803	10,805,458	46·21	559,593.31	106,923
Total period ended June 30, 1906.....	1,011	4,674,550	240,228,963	51·39	7,034,469.88	2,355,122

W. H. HARRINGTON,
Superintendent.

E—*Continued.*

Canada, year by year, from April 1, 1868, to June 30, 1906.

Total amount withdrawn during period	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
$	$					$	$	$
8,857.48	53·35	2,146	.....	44	2,102	939.37	204,588.89	97·33
296,754.35	61·99	6,429	.....	1,319	7,212	21,094.72	856,814.26	118·80
664,555.51	70·11	7,823	.....	2,857	12,178	48,689.08	1,588,848.83	130·41
1,093,438.86	72·10	9,424	.....	4,449	17,153	84,273.68	2,497,259.65	145·59
1,778,565.19	81·33	10,846	.....	6,940	21,059	116,174.55	3,096,500.01	147·04
2,323,299.32	86·91	11,995	.....	9,528	23,526	126,932.88	3,207,051.57	136·32
2,468,643.42	86·04	12,048	.....	10,606	24,968	126,273.31	3,204,965.46	128·36
2,341,979.04	82·88	10,516	.....	11,190	24,294	120,758.06	2,926,090.48	120·44
2,021,457.97	77·11	10,218	.....	10,097	24,415	110,116.08	2,740,952.59	112·27
1,726,082.98	70·49	8,971	.....	9,312	24,074	104,067.86	2,639,937.47	109·60
1,713,658.79	70·55	10,058	.....	8,597	25,535	103,834.29	2,754,484.03	107·87
1,733,448.79	66·07	10,755	.....	8,845	27,445	110,912.56	3,105,190.80	113·14
2,015,813.16	69·89	14,407	.....	10,487	31,365	136,075.47	3,945,669.11	125·80
2,097,389.15	73·56	18,731	.....	10,491	39,605	184,904.81	6,208,226.77	156·75
3,461,619.31	96·53	25,778	.....	13,920	51,463	291,065.07	9,473,661.53	184·08
4,730,995.39	104·54	27,127	.....	17,531	61,059	407,305.17	11,976,237.31	196·13
5,649,611.13	100·84	26,562	.....	20,939	66,682	477,487.46	13,245,552.64	198·63
5,793,031.84	97·01	27,591	.....	20,951	73,322	539,560.51	15,090,540.31	205·81
6,183,470.60	99·40	29,103	.....	21,555	80,870	607,075.38	17,159,372.09	212·18
6,626,067.51	100·62	31,874	.....	22,585	90,159	692,404.57	19,497,750.15	216·26
7,514,071.78	96·05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203·44
7,532,145.56	89·06	38,049	2,962	29,581	113,123	841,921.79	23,011,422.57	203·41
8,575,041.98	95·12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195·78
7,875,977.57	92·67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195·44
7,230,839.14	93·44	28,943	.....	29,368	110,805	734,590.70	22,298,401.65	201·24
6,631,578.97	90·39	29,502	.....	26,032	114,275	777,482.98	24,153,193.66	211·36
7,473,585.46	87·98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215·84
7,310,291.97	85·41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222·22
7,406,066.13	84·91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228·82
7,656,086.64	83·76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238·55
8,853,178.42	93·65	33,722	2,279	29,449	142,289	982,725.62	34,480,937.77	242·47
9,021,862.56	94·88	30,172	.....	30,320	142,141	1,001,899.96	34,771,605.17	244·62
8,903,505.46	96·03	37,596	587	29,337	150,987	1,049,699.27	37,507,455.80	248·41
9,774,694.62	95·75	38,685	.....	32,304	157,368	1,126,952.44	39,950,812.62	253·87
10,617,070.50	100·21	38,886	712	34,205	162,761	1,188,924.83	42,320,209.91	260·01
11,379,756.94	109·01	39,786	.....	35,524	167,023	1,254,048.96	44,255,326·93	264·96
11,883,127.70	109·79	38,925	.....	37,376	168,572	1,309,567.05	45,419,706·28	269·44
12,129,101.23	110·11	35,376	572	39,002	165,518	1,320,511.70	45,367,760·68	274·09
12,324,529.26	115·26	37,681	879	39,536	164,542	1,328,205.78	45,736,488.51	276·75
224,821,251.62	95·46	956,608	20,398	812,464	164,542	23,294,307.25	45,736,488.51	276·75

R. M. COULTER,
Deputy Postmaster General.

APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the year ended June 30, 1906.

Denominations.	Number of Notes.	Total.	Rate of Commission.	Amount of Commission received.
				$ cts.
20 cents	74,360			
25 "	141,672			
30 "	101,199			
40 "	94,647			
		411,878	1 cent	4,118 78
50 "	188,784			
60 "	82,451			
70 "	43,968			
75 "	91,598			
80 "	70,379			
90 "	57,953			
$1.00 "	332,506			
1.50 "	128,585			
2.00 "	203,945			
2.50 "	75,894			
		1,276,063	2 cents	25,521 26
3.00 "	129,484			
4.00 "	93,558			
5.00 "	206,356			
		429,398	3 cents	12,881 94
10.00 "	131,128	131,128	5 cents	6,556 40
		2,248,467		49,078 38

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX F—*Continued.*

STATEMENT showing the number and value of Postal Notes received from the American Bank Note Company and issued to Postmasters, during the year ended June 30, 1906.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$10.00	Total Number of Notes.	Total Value.
1905.																				$ cts.
July	4,830	8,845	6,565	5,870	12,065	5,335	2,815	5,295	4,825	3,725	21,335	7,940	13,690	5,700	9,760	6,890	14,840	10,070	150,395	339,861 30
August..	4,770	8,340	6,890	6,540	11,035	5,700	3,400	5,515	4,150	3,550	20,520	8,380	13,210	4,900	9,145	6,440	15,600	10,075	148,160	336,707 65
Sept	4,720	9,130	6,525	6,305	12,225	4,685	2,320	6,140	4,445	3,535	21,025	8,000	13,725	5,585	9,085	7,435	14,865	9,600	149,350	334,675 55
October..	4,925	9,795	7,145	6,690	13,145	5,550	3,535	6,625	4,720	4,255	24,850	8,760	16,445	6,175	9,995	7,470	17,060	11,795	168,935	386,429 25
Nov.....	8,420	12,660	9,550	8,660	16,065	8,240	4,550	9,400	7,250	5,765	28,290	11,390	18,490	7,375	12,615	9,635	19,980	13,305	211,640	460,166 85
Dec.....	7,505	14,805	10,720	10,585	20,875	8,270	4,890	9,025	7,805	6,650	35,430	14,070	21,360	9,225	14,110	10,950	22,215	14,470	242,960	520,024 90
1906.																				
January.	8,220	16,205	11,115	10,190	19,605	9,970	5,610	11,160	7,995	6,670	37,255	15,695	22,930	8,460	13,670	9,555	20,355	11,600	246,260	483,650 45
Feb'ry ..	6,215	12,925	8,140	8,205	16,110	7,130	3,425	8,190	6,745	5,225	28,775	11,340	15,850	6,300	10,610	7,650	15,670	10,070	187,975	376,924 80
March. ..	7,495	14,615	10,465	8,980	19,150	8,720	4,385	10,160	6,985	6,365	34,100	12,220	19,765	7,480	11,170	7,580	17,240	10,530	217,405	419,295 60
April ...	8,485	14,735	10,000	10,235	20,780	8,530	5,270	9,740	7,480	5,960	32,330	12,725	19,015	6,785	11,880	8,425	18,055	11,635	222,065	437,439 15
May. ...	6,640	13,565	9,625	8,440	17,340	6,800	4,590	8,370	6,735	5,355	28,710	11,340	16,865	7,000	10,240	7,475	17,635	11,175	197,900	405,189 80
June....	7,130	13,025	9,685	7,970	16,350	7,985	3,820	8,480	6,080	5,550	29,300	10,925	18,345	6,810	12,075	8,805	18,200	11,385	201,920	422,724 90
	79,355	148,645	106,425	98,670	194,745	86,915	48,610	98,100	75,215	62,605	341,920	132,785	209,690	81,795	134,355	98,310	211,115	135,710	2,344,965	4,923,090 20

APPENDIX

STATEMENT of the number and value of paid Postal Notes received in the Postal Note thereto to enable broken amounts to be remitted, and the

Months.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00
1905.											
July	4,968	8,550	6,485	6,523	12,034	5,226	2,890	5,713	4,562	3,726	20,814
August	4,322	8,205	5,840	5,525	10,900	4,709	2,567	5,072	4,077	3,353	18,917
September	4,923	9,168	6,780	6,201	11,864	5,193	2,800	5,699	4,312	3,690	20,853
October	5,013	9,482	7,267	6,593	13,203	5,605	3,081	6,346	4,800	4,054	24,324
November	5,858	10,761	8,036	7,440	15,091	6,607	3,377	7,143	5,508	4,466	26,979
December	6,870	14,021	9,799	8,956	18,237	8,352	4,439	9,133	7,269	6,021	33,677
1906.											
January	7,564	14,793	10,088	9,798	18,772	8,793	4,923	10,942	8,156	6,572	35,476
February	6,622	12,579	8,539	8,254	16,538	7,378	3,964	8,717	6,791	5,308	30,470
March	7,471	14,911	9,992	9,213	20,311	8,087	4,330	9,230	6,885	5,644	33,747
April	7,458	14,314	10,249	9,142	18,852	8,125	4,251	8,653	6,667	5,323	30,713
May	6,629	12.710	9,195	8,348	17,085	7,392	3,895	7,735	5,952	5,139	28,735
June	6,662	12,238	8,929	8,654	15,897	6,984	3,451	7,215	5,400	4,657	27,801
	74,360	141,672	101,199	94,647	188,784	82,451	43,968	91,598	70,379	57,953	332,506

SESSIONAL PAPER No. 24

F—*Continued.*

Division during the year ended June 30, 1906; the value of Postage Stamps affixed amounts paid in Postage Stamps for Extra Commission.

$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$10.00	Total Number of Notes.	Total value, including Postage Stamps affixed to Notes.	Value of Postage Stamps affixed to Notes for extension of value.	Extra commission paid in Postage Stamps.
								$ cts.	$ cts.	$ cts.
,301	13,730	5,114	9,213	6,774	14,586	9,399	148,608	325,944 34	629 69	3 21
7,107	12,848	4,672	8,482	6,403	14,316	9,523	136,838	312,463 64	608 89	2 50
8,099	13,462	5,020	8,722	6,565	14,874	9,487	147,652	324,600 07	629 92	2 25
8,898	15,144	5,557	10,099	7,482	17,059	11,365	165,372	374,231 07	649 87	2 99
10,140	16,898	6,209	10,963	8,149	17,662	11,796	183,083	400,913 06	745 26	2 92
13,756	21,079	8,036	13,110	9,607	20,637	12,845	225,844	473,455 00	780 80	2 65
14,664	20,794	7,684	13,016	9,061	18,637	11,628	231,361	454,787 82	850 17	3 36
11,539	17,753	6,477	10,774	7,677	16,638	10,292	196,310	391,854 48	686 68	3 76
12,379	19,181	6,910	11,396	7,719	17,959	11,446	216,811	425,516 37	791 32	3 82
11,881	17,996	6,802	11,286	7,922	17,677	10,587	207,898	407,753 21	728 36	3 47
11,346	17,813	6,818	11,282	8,149	18,117	11,127	197,467	408,930 07	714 92	7 15
10,475	17,247	6,595	11,141	8,050	18,194	11,633	191,223	407,114 75	687 40	3 95
128,585	203,945	75,894	129,484	93,558	206,356	131,128	2,248,467	4,707,563 88	8,503 28	42 03

APPENDIX F—*Continued.*

STATEMENT showing the number and value of Postal Notes returned to the Postal Note Division by Postmasters, and cancelles; and including the number and value of Postal Notes destroyed by fire, &c., while in possession of Postmasters, during the year ended June 30, 1906.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$10.00	Total Number of Notes	Total Value,
1905.																				$ c.
July	59	83	72	49	105	60	41	62	49	48	154	82	83	61	67	35	86	90	1,286	2,614 02
August	62	87	73	67	106	43	48	70	61	59	164	70	94	58	68	54	98	64	1,346	2,529 80
September	39	61	46	40	78	33	26	36	24	21	125	47	55	36	45	23	75	38	848	1,590 12
October	73	107	88	46	128	48	36	50	30	49	148	67	94	51	46	47	92	71	1,271	2,396 01
November	156	170	124	104	198	114	104	120	119	114	201	145	149	112	117	117	135	95	2,394	4,169 88
December	90	98	75	86	137	63	58	71	46	60	222	114	132	85	73	47	127	68	1,652	3,015 91
1906.																				
January	72	101	70	71	134	66	68	80	70	51	194	98	124	68	53	43	84	45	1,492	2,395 00
February	102	135	105	69	126	81	77	110	85	82	174	89	103	68	65	61	74	58	1,664	2,608 46
March	43	96	66	62	135	54	42	59	53	40	210	71	95	50	61	34	81	46	1,298	2,171 08
April	84	103	99	86	128	125	72	90	48	55	294	87	90	78	65	42	82	65	1,693	2,707 93
May	89	92	70	83	144	53	58	78	46	55	177	91	103	81	56	45	128	45	1,494	2,574 38
June	40	86	36	58	103	44	30	33	41	25	166	86	99	48	60	29	77	31	1,092	1,868 68
	909	1,219	924	821	1,522	784	660	859	672	659	2,229	1,047	1,221	796	776	577	1,139	716	17,530	30,641 27

APPENDIX F—*Concluded.*

STATEMENT showing the number and value of Paid Postal Notes received in the Postal Note Division, year by year from August 1, 1898, to June 30, 1906.

Year ended June 30	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00.
1899	16,267	33,830	19,428	23,413	44,149	16,402	28,388	.....	15,657	6,490	74,589
1900	28,515	47,290	38,817	37,592	61,784	33,461	23,127	30,046	27,963	20,863	102,626
1901	35,607	51,070	42,542	42,424	71,313	36,923	27,502	30,379	31,388	26,014	120,550
1902	36,389	61,120	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,107	144,028
1903	39,694	71,530	55,966	53,744	96,008	46,098	31,066	48,188	39,492	35,201	173,114
1904	45,737	82,740	63,782	61,046	112,776	52,447	33,240	60,421	47,192	39,780	206,924
1905	59,380	112,291	80,675	76,659	149,982	64,742	38,248	78,782	59,143	47,982	270,258
1906	74,360	141,672	101,199	94,647	188,784	82,451	43,968	91,598	70,379	57,953	332,506

Year ended June 30.	$1.50.	$2.00.	$2.50.	$3.00.	$4.00.	$5.00.	$10.00.	Total Number of Notes.	Total Value including Postage Stamps, affixed to Notes.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
									$ c.	$ c.	$ c.
1899	32,411	48,316	26,710	15,172	11,182	59,063	....	471,407	771,490 28	2,272 38	5 56
1900	50,578	67,785	31,048	43,989	32,448	91,318	..	769,250	1,289,976 47	4,897 97	38 46
1901	61,002	78,682	34,036	50,880	37,602	99,685	.	877,599	1,459,015 75	5,045 70	61 84
1902	70,732	94,105	38,022	58,128	42,812	118,791	.....	1,012,091	1,702,469 85	5,775 75	70 70
1903	80,509	114,053	46,211	68,804	49,577	147,308	. . .	1,196,563	2,046,094 54	6,390 34	87 65
1904	89,985	132,805	53,219	83,001	60,507	140,871	65,244	1,431,717	2,898,751 28	6,985 33	67 41
1905	109,790	168,255	64,713	106,226	78,416	172,643	105,800	1,843,985	3,879,568 86	7,767 01	41 13
1906	128,585	203,945	75,894	129,484	93,558	266,356	131,128	2,248,467	4,707,563 88	8,503 28	42 03

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX G

LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONDUCTING THE MONEY ORDER, POSTAL NOTE AND SAVINGS BANK SYSTEMS

APPENDIX G.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order, Postal Note and Savings Bank systems in the Dominion of Canada, brought to account during the year ended June 30, 1906.

	$ cts.
Postage stamps, &c., destroyed by fire at Baie St. Paul, Que., June 7, 1905	13 93
" " Burton, P.E.I., June 29, 1905	4 00
" " Cooper's Falls, Ont., Dec., 1905	14 57
" " East Linton, Ont., Feb. 8, 1906	1 00
" " Franklin, Ont., Nov. 7, 1905	5 86
" " Lachute Mills, Que., Nov. 14, 1905	5 51
" and post office funds destroyed by fire at Beaton, B.C., May 16, 1905	15 00
" " " Belle Creek, B.C., April 14, 1905	4 63
" " " Chickney, Sask., Dec. 20, 1905	0 50
" " " Cope's Falls, Ont., Nov. 18, 1905	16 00
" " " Dereham Centre, Ont., April 24, 1906	12 02
" " " Higgin's Road, P.E.I., Jan. 26, 1905	42 00
" " " Mariapolis, Man., Nov. 14, 1904	218 99
" " " North Ridge, Ont., Dec. 17, 1904	33 38
" " " Ymir, B.C., Oct. 31, 1904	165 80
" stolen at Farnham, Que., Oct. 22, 1905	7 52
" " Greenwich, N.S., June 16, 1905	11 10
" " Lennoxville, Que., Dec. 1, 1905	2 00
" " Painswick, Ont., Sept. 15, 1905	6 50
" " Waweig, N.B., Jan. 9, 1906	27 59
" and post office funds stolen at East Farnham, Que., March 2, 1906	35 27
" " " Grand Pré, N.S., April 12, 1905	3 74
" " " Outremont, Que., Oct. 31, 1904	26 00
" lost at Belle Creek, B.C., April 20, 1905	0 57
" lost in transit to Hanbury, Ont., April 2, 1905	5 00
" " New Liskeard, Ont., April 2, 1905	264 50
" lost in wreck of steamer *Lunenburg*, Dec. 4, 1905	55 00
" accidentally destroyed at St. Dominique Station, Que., Aug. 1, 1905	8 42
Post office funds destroyed by fire at Gardiner Mines, N.S., Jan. 1, 1905	20 81
" " Little Current, Ont., Nov. 4, 1905	19 83
" " St. Sauveur des Montagnes, Que., May 9, 1905	9 77
" stolen at Angers, Que., April 6, 1906	6 50
" " Cornell, Ont., June 17, 1905	6 50
" " Gracefield, Que., Aug. 7, 1905	5 14
" " Salmon River, N.S., March 18, 1906	1 00
" " Shannonville, Ont., March 17, 1906	5 26
Loss on insured letters	25 00
Balance due from ex-postmaster at Boisdale Chapel, N.S., which cannot be collected	5 64
	1,111 85

APPENDIX H

REPORT OF MISSING LETTERS

CLASS A---REGISTERED LETTERS

APPENDIX H.

REPORT of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the results of the proceedings instituted therein by the Department.

CLASS A.—REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
1	Alex. Cameron. . .	Stanley, B.C....	Jan. 15	75 00	Jno. A. McDonald.	Mabou, N.S....	Stated not to have been received by the person addressed.	This letter duly reached the Mabou post office where, further trace of it could not be found. Value of contents made good by the postmaster.	3
2	Mrs. D. McLean.	Vancouver.....	Feb. 28	15 00	M. E. Debbs,..	Shellbrook, M..	Stated to have been received without contents.	This letter duly reached the Prince Albert post office, en route to destination, where it is believed to have been tampered with by a dishonest official who is not now in the post office. Loss made good by the postmaster of Prince Albert.	5
3	Postmaster.....	Bloomfield, O...	April 6	45 00	Bank of Montreal	Ottawa.....	" "	This letter was received by the Toronto and Montreal Railway post office from the Bloomfield post office in an open condition and without contents. Money evidently accidentally lost in the Bloomfield post office. Loss borne by the postmaster.	5
4	R. Brown.....	Winnipeg.	" 10	5 00	Mrs. R. Brown..	Montreal..... .	" "	No evidence to account for the alleged discrepancy.	[illegible]
5	B. P. Abnel	Pugwash, N.S...	" 18	16 00	F. H. White....	St. Andrews, N.B.	" "	" " ..	7
6	L. Denis.....	Verdun, Q.....	" 21	3 00	L. Denis.....	Ste. Adele, Q...	" "	" " .	7
7	J. A. Bleakley....	Kemptville. ...	" 25	3 25	A. E. Hill	Toronto	Stated not to have been received by the person addressed.	This letter was lost by a letter carrier of the Toronto post office, who made good the value of its contents.	3
8	L. Treacy	North Bay, O...	May 22	22 00	Mrs. J. Chalmers	St. Mary's, O...	" "	Value of contents made good by the postmaster of North Bay, who was unable to show any evidence of the despatch of the letter from his office.	3

9	R. A. Darling	Shebo, Sask.....	"	26	25 00	Miles Dale.....	Vossen, Sask. ..	" "	This letter duly reached Yorkton, whence it was despatched to Yorkton and Winnipeg Ry. post office and its receipt acknowledged. Subsequently however the letter could not be found. Value of contents made good by the railway mail clerk.	3
10	Miss M. Hemeon..	West Berlin, N.S	"	30	1 82	T. Eaton Co ...	Toronto.....	Stated to have been received without contents.	This letter is believed to have been mis-treated at the West Berlin post office. Loss made good by the postmaster of West Berlin.	5
11	John Gillson.....	London.....	June	3	25 00	Mrs. J. Willis .	Sunderland, O..	" "	No evidence to account for the alleged discrepancy.	7
12	Dr. Richard	Viger, Q.....	"	5	3 75	A. Decary	Montreal.	Stated not to have been received by the persons addressed.	These letters duly reached the Montreal post office where they were lost by a letter carrier. Value of contents made good by the letter carrier.	3
13	J. A. Matteau....	Lac Bellemare, Q	"	5	50 00	La Cie Ferronnerie Letang.	"			
14	Geo. Caron.....	Les Escoumains, Q.	"	10	21 00	D. Bouchard....	Tadousac.....	Only $16 stated to have been received.	This letter was tampered with by a party who had obtained access to the interior of the Les Escoumains post office. Loss made good by the postmaster.	5
15	M. Desnoyers....	St. Michel de Rougemont, Q.	"	12	8 60	J. L. Bordera...	Granby..	Only $3.48 stated to have been received.	This letter, which was mis-delivered by the Granby P O., was subsequently returned to the P.O., but without full amount alleged to have been inclosed. Loss made good by the postmaster.	5
16	Miss H. Taker...	Grand Entry, Q.	"	13	15 00	Dr. Solomon....	La Verniere . ..	Stated not to have been received by the person addressed.	Contents made good partly by Postmaster of Grand Entry and, partly by postmaster of Grindstone Island --the former having neglected to enter the letter on the letter-bill of the mail for Grindstone Island by which he alleges it to have been despatched from his office, and the latter for having neglected to report non-receipt of letter to the P.O. Inspector.	3
17	Jos. H. Belsey ...	Penetanguishene	"	13	3 00	B. & H. B. Kent	Toronto .. .		These letters duly reached the Toronto P.O., where further trace of them could not be obtained. Value of contents made good by the official who had received the letters.	3
18	Miss Martin.....	" ..	"	13	0 50	Star Music Store	"	... ...		
19	Mr. Beck.....	" ..	"	13	15 00	G. Beck.....	Deer Park....			
20	... .	Elm Creek, M..	"	27	17 00	T. Eaton Co ...	Toronto.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
21	H. W. W. Allen..	Winnipeg.....,	"	30	15 00	Dr. A. A. Stewart	"	" ' ..	" " ..	7

APPENDIX H—*Continued.*

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
22	Miss Forget.....	Ste. Irènee les Bains, Q.....	June 30	2 00	Miss A. Mamie.	Varennes.	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from Ste. Irenée les Bains P. O., the postmaster made good the value of its contents.	3
23	R. Sowerby	Shediac, N. B...	July 17	12 00	Cavers Bros.....	Galt, Ont	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
24	——————.....	Callender, Ont..	.....	120 00	Traders' Bank..	North Bay.....	Stated not to have been received by the person addressed.	This letter was stolen by an individual who improperly obtained access to the interior of the North Bay post office. The evidence however was not sufficient to secure his conviction. Value of contents made good by the postmaster of North Bay.	3
25	O. T. Hance.....	Hanceville.....	" 28.	45 00	McLennan & McFeely.	Vancouver.....	" "	These letters are stated to have been despatched from Hanceville to 150 Mile House, but not to have reached the latter P.O. Value of contents made good by the contractor, the evidence pointing to the conclusion that the letters disappeared while in transit between Hanceville and 150 Mile House.	8
26	M. Lee.....	"	" 28.	40 00	Canadian Bank of Commerce.	Victoria			
27	M. Lee...	"	" 28.	46 69	Bank of B. N. America.	Ashcroft...			
28	M. Lee.....	"	" 28.	1 29	E. G. Prior.....	Kamloops,. ..			
29	Mrs. J. E. Melanson.	Plympton Station.	" 31.	0 75	T. Eaton Co....	Toronto	" "	There being no evidence of the despatch of this letter from the Plympton P. O., the loss was made good by the Postmaster.	3

30	Wm. K. Paterson.	Dominion, Y'kn	Aug.	2.	30 00	R. K. Patterson.	Kingston.	Stated to have been received without contents. The letter was insured.	Investigation failed to show at what point this letter was mis-treated. As it was insured by the Department, the amount for which it was insured was made good.	5
31	W. Booth	North Brook....	"	3.	14 50	Jas. Coristine Co., L'td.	Montreal.. ...	Stated not to have been received by the person addressed.	These letters were mis-delivered by an official of the Montreal P.O. Value of contents made good by the official in question.	3
32	J. D. Monpetit....	St. Telesphore..	"	4.	80 02	Jas. Coristine Co., L'td.	"			
33	Dr. St. Marie.....	Gracefield	"	7.	5 00	T. Eaton Co....	Toronto	" "	The Gracefield post office was entered by burglars on the night of the 7th Aug. and this letter stolen. No clue to the perpetrators of the robbery.	9
34	Joseph Therrien ..	Ste. Anne des Monts.	"	14	40 00	Wm. McLimont & Sons.	Quebec, Q.....	Only $30 stated to have been received.	No evidence to account for the alleged discrepancy.	7
35	D. R. Dewar.	Glen Roberson, O.	"	17	21 70	Angus McMillan Fraser.	Ottawa.....	Stated to have been received without contents.	" " ..	7
36	Bank of Toronto..	Gaspé.....	"	24	33 00	Cyriac Coulombe.	Chlorydormes, Q.	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from Gaspé, the value of its contents was made good by the postmaster.	3
37	Irene Smulski.....	Leduc	"	26	30 00	D. Smulski.....	Skaro.....			
38	C. V. Houghton..	Fernie.....	"	—	20 00	Mrs. E. J. Houghton.	Edison.. ..	"	These letters are stated to have been contained in the mail made up by Calgary and Edmonton railway post office for Edmonton, but not to have reached the latter office. Value of contents made good by the Edmonton and Calgary clerk, who had failed to properly record the letters on the letter-bill.	3
39	Wm. Levesley....	Harmattan, Alta	"	29	15 00	Codville Smith Co.	Calgary.....			
40	Howard Bros...	Eagle Hill.....	"	—	10 00	McPherson Fruit Co.	Calgary.....	"	These letters were stolen by an assistant in the Calgary post office, against whom the evidence was not sufficient to secure conviction. Value of contents made good by the individual in question.	8
41	Mrs. Jas. C. Ernst	Martin's Point, N.S.	Sept.	2	1 00	*The Evening Mail*	Halifax	"	This letter was duly despatched from Martin's Point to Halifax, where it is believed to have been stolen by an employee who is not now in the service.	4
42	John Newall.. ...	Eden, M..	"	5	10 00	R. M. Campbell.	Star City.....	"	The mail in which these letters were contained was destroyed in the wreck of the mail car when nearing Dingley.	10
43	Mrs. Stearns.....	Virden	"	6	10 00	Miss Stearns . .	Maple Creek....	"		
44	Fred. Wyteuk....	Sintaluta.	"	6	10 00	T. Wyteuk.....	Rosthern	"		

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
45	Mrs. Thos. Mitchell.	Whycocomagh, N.S.	Sept. 6	30 00	Torey & Fraser.	Sydney, N.S....	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from Whycocomagh post office, the value of its contents was made good by the postmaster.	3
46	Ed. Trudel.....	Herouxville, Q..	" 7	95 00	Alvida Trudel..	Montreal.....	Only $75 stated to have been received.	No evidence to account for the alleged discrepancy.	7
47	Ivan Proulx.....	Masham Mills..	" 11	26 41	Kemp Mfg. Co.	"	Stated not to have been received by the person addressed.	This letter duly reached Montreal where it was lost on the street by a letter carrier, who made good the value of its contents.	3
48	H. Lemaire. ...	St. Bonaventure	" 12	165 00	La Banque Nationale.	St. François du Lac.	"	These letters are supposed to have been stolen by a person who improperly obtained access to the mail car between Montreal and Pierreville. Value of contents made good by the railway mail clerk.	3
49	Mr. Vanasse.....	" ..	" 12	3 12	Hon. J. Ailard..	"	"		
50	P. Durand.....	Crompton, R.I..	" 12	1 00	Miss A. Durand.	"	"		
51	Bank of British North America.	Winnipeg.....	" 15	2,000 00	Montjoy&Glover	Heward, Sask..	Only $1,985.00 stated to have been received	No evidence to account for the alleged discrepancy.	7
52	F. F. Bergman...	Saskatoon	" 20	49 00	Richard & Richard.	Richard, Sask ..	Stated not to have been received by the person addressed.	Responsibility in this case rested jointly with the postmasters of Saskatoon and Richard, the former having failed to report the non-receipt of an acknowledgment from the Richard post office and the latter having failed to report that the letter did dot reach his office. Value of contents made good by the postmasters in question.	3

53	Mr. Descernes....	Lac Charlebois..	"	21	10 00	Elie Latour.....	Shawbridge, Q..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
54	Mme. Chauret ..	Ste. Genevieve..	"	25	2 00	Mlle. Osina Chauret.	Montreal.	" " ...	" " ..	7
55	Mrs. Gerry. .. .	Foley, O,.....	"	26	4 00	T. Eaton Co....	Toronto	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from Foley to Oshawa en route to destination but not to have reached Oshawa. Value of contents made good by postmaster of Foley, who omitted to enter the letter on the regular letter-bill for Oshawa.	3
56	D. McSherry.....	Yellow Grass...	"	29	5 00	Mrs. McSherry..	Morden	" " ...	This letter was contained in a mail stated to have been despatched from the Winnipeg and Moosejaw Ry. P. O. to the Winnipeg and Napinka Ry. P.O. The clerk in charge of the latter being unable to state whether or not he had received the letter, made good the value of its contents.	3
57	A. Colnell..... ..	Melita, M	Oct.	2	5 00	Mrs. A. Colnell	Harrisburg, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
58	N. Tomlinson.....	Sharbot Lake..	"	9	12 00	Matthew Moody & Sons, Ltd.	Terrebonne	" " .	" " ..	7
59	The Postmaster...	Lot 56, P. E. I..	"	9	5 00	Bank of Nova Scotia.	Charlottetown ..	" " ..	Loss borne by the postmaster of Lot 56, who omitted to properly seal the envelope in which the money was inclosed.	5
60	Colin Campbell....	Guelph.....	"	11	13 00	Wm. Russell....	Norval, O	Only $1 stated to have been received.	No evidence to account for the alleged discrepancy.	7
61	David H. Auld...	Little York, P. E. I.	"	12	80 00	Bank of New Brunswick.	Charlottetown ..	Only $70 stated to have been received.	No evidence to account for the alleged discrepancy.	7
62	Pierre Lavoie... .	L'Anse StJean Q	"	15	10 00	M. Moody Sons Co., Ltd.	Terrebonne	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
63	Mrs. A. Grenier ..	Beauport.....	"	16	14 00	Mr. A. Grenier.	Martin River....	Only $2 stated to have been received.	This letter is believed to have been tampered with by an assistant in the Beauport post office. Portion of the loss made good by the late postmaster of Beauport.	5
64	Miss F. Jackson..	Vegreville.....	"	17	7 00	T. Eaton Co.. ..	Winnipeg.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
65	Miss Norah Bethune.	Drysdale, Q....	"	19	6 00	Mrs. D. H. Bethune.	Dunvegan	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
66	E. Hoops.....	Soda Creek, B.C.	Oct. 19	1 05	McLennan & McFeely.	Vancouver.. ...	Stated not to have been received by the persons addressed.	The mail in which these letters was contained had evidently been tampered with in transit between 150 Mile House and Ashcroft, by some unknown person, and the letters stolen, Value of contents made good by the contractors, the British Columbia Express Company.	8
67	Chow Chee Yuen.	" ..	" 22	16 00	Hai Hing Lung Co.	" . .			
68	Chow Tar Lun....	" .	" 22	3 00	Hop Lung	" ...			
69	Dominion Bank for Winnipeg Elevator Co.	Winnipeg ...	" 24	2,000 00	R. C. Wells ...	Carroll, M.	Only $1,995 stated to have been received.	No evidence to account for the alleged discrepancy.	7
70	J. Tremblay.... .	Montreal.....	" 24	5 00	Mrs. J. Tremblay.	Isle aux Coudres	Stated not to have been received.	This letter reached Baie St. Paul en route where no further trace of it could be obtained. Value of contents made good by the postmaster.	3
71	Geo. A. Broughton	Alexandria, B.C.	" 27	63 83	A. LeBourdais..	Clinton	Stated not to have been received by the person addressed.	This letter was contained in the mail which was delivered to the contractors at 150 Mile House. The mail bag was subsequently found cut open and this letter missing. Value of contents made good by the contractors.	8
72	Judge Dubuc....	Winnipeg	" 28	30 00	Rev. Sœur Ste. Marie Louisa.	Outremont, Q...	" " ..	The Outremont post office was entered by burglars on the night of October 31, and this letter stolen. No clue to the perpetrators of the robbery.	9
73	Mrs. T. Rankin...	Cottonwood, B.C	" 28	10 00	T. Eaton Co....	Winnipeg.....	Stated not to have been received by the persons addressed.	See case No. 71..	8
74	"	" ..	" 28	10 00	R. Simpson Co .	Toronto			
75	Emma Rogers	150 Mile House..	" 29	20 00	Mrs. R. I. McClure.	Lac La Hache			

76	Mrs. E. F. Munro.	New Glasgow, N. S.	Nov.	1	25 00	Mrs. W. Dingwell.	Bryon Island, Q.	" " .	These letters were contained in the mails from Souris which were lost, owing to the wreck of the ss. "Lunenburg," on the 4th December, off the Magdalen Islands	10
77	Felix Cassidy	Westville	"	2	2 35	Sarah Chenell...	Entry Island..			
78	D. Fullerton & Son	Pictou	"	2	1 30	Cecil Palton	Grindstone Island.			
79	J. V. Dezell... .	St. Pierre de Wakefield.	"	2	12 60	R. H. McKinnon	Picton, O....	" " ..	These letters were contained in a mail from G. T. Railway on the 4th November, which was thrown from the train at Trenton station, run over and destroyed. Value of contents made good by a contractor of the G. T. Ry., who was responsible for the safety of the mail.	3
80	J. D. Collier.....	Watertown, N.Y	"	2	10 00	Mrs. J. D. Collier	South Bay, O.			
81	J. S. Dubeau.. ..	Montreal, Que..	"	4	5 00	Miss De Sautels.	Trenton			
82	Albert Gauthier...	Ste. Cyrille de Wendover.	"	4	23 40	Manufacturers Life Ins. Co.	Montreal.	" " ..	This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents.	3
83	F. A. Clark..... .	Winnipeg.....	"	4	21 00	C. Salisbnry....	Westmount.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
84	Bank of Ottawa...	Virden, Man ...	"	7	10,000 00	Bank of Ottawa.	Winnipeg.....	Only $9,980 stated to have been received.	No evidence to account for the alleged discrepancy.	7
85	J. Léveillé.....	Petit Mascouche	"	7	5 00	Mmé. Jean Lauzon.	St. Vincent de Paul.	Stated to have been received without contents.	" " ..	7
86	J. Gaudette	Gaudette, Q....	"	11	2 00	Ernest Pitt (for Canadian Ry. Accident Insurance Co.)	Ottawa.....	" " ..	" " ..	7
87	P. O. I. Toronto..	Toronto	"	13	12 00	Alex. Berg	Toronto	Only $7 stated to have been received.	This was a test-letter and part of the money contents were stolen by a letter carrier of the Toronto P.O. The official in question was dismissed the service, but it was not deemed that the evidence was sufficient to secure a conviction. The money was recovered.	5
88	Robert Wood.....	Winnipeg.....	"	14	10 00	Mrs. M. Wood..	Montreal.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
89	Mary Pollock.....	Kincardine.....	"	18	5 00	Live Stock Dept.	Ottawa.....	Stated not to have been received by the persons addresed.	These letters duly reached the Kincardine P. O. en route to destination where they were accidentally destroyed by the postmaster. Value of contents made good by the postmaster of Kincardine.	3
90	Duncan Thorburn.	Amberley.....	"	18	1 00	Hyrood Hope Co	Montreal.....			
91	O. J. Reid.....	Kincardine.....	"	18	3 60	Mrs. D. Bruin ..	Lion's Head....			

APPENDIX H—*Continued.*

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year, ended June 30, 1906, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
92	Mrs. A. Germain.	Massey Station.	Nov. 18	1 30	*Canadian Messenger.*	Montreal.	Stated not to have been received by the person addressed.	This letter was lost by a letter carrier of the Montreal P. O., who made good the value of the contents.	3
93	F. R. Rumble	Winnipeg.	" 19	10 00	W. E. Lemon	Toronto	Stated not to have been received by the persons addressed.	These letters were destroyed near Wahnapitae by the burning of the mail car in which they were being conveyed.	10
94	B. Atkinson	White River.	" 20	5 00	Miss F. Atkinson	Fergus, O			
95	John Gilles.	Chapleau.	" 20	5 00	Alex. Gilles	Clearville			
96	Jos. McDonnell.	Creighton Mine.	" 20	5 00	Heintzman & Co.	Toronto			
97	Albert Daigle.	Manseau, Q.	" 21	75 00	Banque Nationale.	Plessisville	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
98	Michael McPhee.	Ashby	" 21	20 00	Daniel J. McPhee	Macdonald	" "	" "	7
99	Postmaster	Halifax.	" 28	Stamps val. $7.00.	Postmaster	L'Anse a la Cabane.	Stated not to have been received by the persons addressed.	See cases Nos. 76, 77 and 78.	10
100	"	"	" 28	Stamps val $5.00.	"	Grand Entry			
101	"	"	" 28	Stamps val. $5.00.	"	Old Harry, Q			
102	P. O. Department.	Ottawa.	" 30		"	Etangdu Nord, Q			
103	Dead Letter Office	Winnipeg.	" 30	3 00	R. McGregor	Hartney	Stated to have been received without contents.	The Hartney post office was entered by burglars and this letter robbed of its contents. No clue to the perpetrator of the robbery.	6
104	Geo. Cloutier	St. Ephrem de Tring.	" 30	267 00	Gravel & Duhamel.	Montreal.	Only $152 stated to have been received.	No evidence to account for the alleged discrepancy.	7
105	J. M Godin.	Manicouagan.	" 30	5 00	Ed. M. Godin	St. Louis Robertville.	Stated not to have been received by the persons addressed.	The Manicouagan post office was destroyed by fire on the 1st Dec. and these letters burnt.	10
106	Postmaster.	"	" 30	3 91	Postmaster.	Quebec.			
107	Rev. Père Brezel.	"	" 30	3 50	Mr. Livernois	"			
108	P. G. Levi.	"	" 30	15 25	Saunders Larie Co.	Toronto			

109	Frank Morin.....	Vereker	Dec. 4	10 00	T. Eaton Co....	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
110	A. M. Stewart, P. M	Priddis, Alta....	" 8	9 80	Ogilvie Flour & Milling Co.	Winnipeg.....	Only $9.05 received..	" "	7
111	Geo. Ditmars.....	Deep Brook.....	" 11	1 00	*Family Herald & Weekly Star*.	Montreal.....	Stated not to have been received by the person addressed.	Value of contents made good by the postmaster of Deep Brook, who was unable to show what disposition he had made of the letter.	3
112	Willie Cowan	Dunbarton, O...	Between Dec. 19-28.	4 00	Mrs. J. T. Wallace.	Brantford, O....	" "	Value of contents made good by postmaster of Dunbarton, who was unable to show what disposition he had made of the letter.	3
113	W. M. Irvine.....	Glen Stewart, O	" 20	16 55	New York Life Insurance Co.	Montreal..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
114	Jos. Belanger.....	Chute à Blondeau.	" 20	38 24	R. C. Jamieson.	Montreal.....	Stated not to have been received by the person addressed.	This letter was lost while in the custody of a letter carrier of the Montreal post office, who made good the value of its contents.	3
115	Delphis Tellier....	St. Malachie....	" 20	47 00	Massey Harris Co.	"	"	This letter duly reached the Montreal post office, where further trace of it could not be obtained. Value of contents made good.	3
116	Mrs. Cusson .	King St. Branch, Ottawa.	" 28	2 50	A. Cusson.. ...	"	"	This letter is stated to have been delivered by the King Street Branch post office to the contractor for the street letter box collector, for delivery at the Ottawa post office. The letter was probably lost in transit. Value of contents made good by the contractor.	3
117	P, Griffin.....	Glengarry, P.E.I	1906 Jan. 6	15 23	B. Rogers	Alberton... ...	"	This letter duly reached Bloomfield station en route, where further trace of it could not be obtained. Value of contents made good by postmaster.	3
118	A. Collinson.....	Glen Stewart,...	" 8	10 00	National M'f'g. Co.	Pembroke.....	Stated to have been received without contents.	Still under inquiry..	11
119	Oscar Nelson.....	Jarlesburg....	" 11	10 00	J. M. Garland & Son.	Ottawa.....	"	No evidence to account for the alleged discrepancy.	7
120	Bank of Ottawa...	Kenora. O.....	" 12	26 25	R. Lewis..	Eagle River, O., re-directed to Vermilion Bay	Stated not to have been received by the person addressed.	This letter is stated to have been despatched to Vermilion Bay, where no further trace of it could be obtained. Value of contents made good by postmaster of Vermilion Bay.	3

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
121	Postmaster.....	St. Louis, P.E.I.	Jan. 16	20 00	J. A. Matheson.	Charlottetown...	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from St. Louis to the railway post office, but not to have been received at the latter. Value of contents made good equally by the postmaster of St. Louis and the railway mail clerk.	3
122	Mrs. Jos. Collett..	Eglington.....	" 17	8 00	Mrs. Armstrong	Laskay, O	"	This letter duly reached the King post office en route, where further trace of it could not be found. Value of contents made good by the postmaster.	3
123	Postmaster.....	Minitonas.....	" 19	300 00	Merchants Bank of Canada	Winnipeg.....	"	Case still under inquiry.	11
124	Jos. Bergeron.....	Boulevard St. Paul.	" 19	1 77	La Sauvegarbe..	Montreal.	"	There being no evidence of the despatch of this letter from Boulevard St. Paul, the value of its contents was made good by the postmaster.	3
125	Miss P. Chabot....	Montreal.....	" 20	5 00	F. Chabot.. ..	Rockland.....	"	This letter duly reached the Rockland post office where no further trace of it could be found. Value of contents made good by the postmaster	3
126	Joseph Denis... ..	Coteau Station..	" 22	7 09	Delphis Nuron..	Montreal..	Only $3 stated to have been received.	No evidence to account for the alleged discrepency.	
127	Postmaster	Great Shemogue	" 22	160 00	Bank of Montreal	St. John	Stated not to have been received by the person addressed.	Case still under inquiry	11
128	Laura Reitz.....	Berlin, O.....	" 22	2 00	J. A. Harte.....	Montreal.....	" "	This letter was lost by a letter carrier of the Montreal post office, who made good the value of its contents.	3
129	Imperial Bank ...	Arrowhead.....	" 25	20 00	A. Whitman...	Beaton.....	"	The Arrowhead post office was destroyed by fire on January 25, and this letter burnt.	10

130	Rev. A. Lacasse	St. Anselme	"	27	15 25	Miss Marie Renaud.	St. Roch de Quebec.	"	This letter was lost by a letter carrier of the Quebec post office, who made good the value of its contents.	3
131	Chas. Singer	Station B, Montreal.	Feb.	1	8 00	Rev. Supérieure St. Benoit Joseph.	Longue Pointe	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from station 'B,' the value of its contents was made good by the official in charge.	3
132	Joseph Hadden	Bethany, O.	"	23	105 00	Bank of Toronto	Millbrook	" "	This letter is stated to have been despatched from Millbrook to Bethany but not to have reached the latter post office. Cause of disappearance not discoverable.	2
133	Wm. McLachlan	Magnetawan	"	23	10 00	McColl Bros. & Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
134	E. Sauvageau	Champlain, Q.	Mar.	1	50 00	Laporte, Martin & Co.	Montreal	" "	" "	7
135	Bank of Montreal	Winnipeg	"	3	500 00	Bell & McCaul	Dominion City	Stated not to have been received by the person addressed.	The packet containing these registered letters is stated to have been despatched on March 3 from Winnipeg for Dominion City but not to have reached the latter post office. Cause of failure not discoverable.	2
136	T. Eaton Co	"	"	3	1 25	Mrs. J. Kirkpatrick.	Ridgeville			
137	"	"	"	3	1 12	D. Walesynk	Stuartburn			
138	Commercial Club	"	"	7	7 90	J. Heinrichs	Halbstadt, M	" "	This letter is stated to have been despatched from Winnipeg for Emerson en route but not to have reached Emerson. Cause of failure not discoverable.	2
139	John Balfour	Leadbury, O	"	9	10 00	Wm. Holt	Jamestown, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
140	T. Blanchette	Seven Islands	"	11	15 00	Z. Paquet	Quebec	Stated not to have been received by the persons addressed.	Case still under inquiry	11
141	"	"	"	11	10 00	Fr. Bouret	"			
142	"	"	"	11	0 50	Bureau des Œuvres Eucharistique.	"			
143	W. Turnbull	Brandon	"	24	44 00	E. Turnbull	Hartney	Stated to have been received without contents	The Hartney post office was entered by burglars on the night of March 25 and these letters rifled of their contents. No clue to the perpetrators of the robbery.	6
144	J. L. Hettle	Fairfax, M	"	24	50 00	James Innes Milling Co.	"			
145	W. A. Scott	Montreal	"	26	10 00	Mrs. W. Davis	Longueuil	Stated not to have been received by the person addressed.	Value of contents made good by an official of the Montreal post office who was unable to show what disposition he had made of the letter.	3
146	John D. Smith	Clinton, P.E.I.	"	30	20 00	R. T. Holman	Summerside	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
147	Felix Benoit	Mayerville, O	April	12	1 00	*La Presse*	Montreal	" "	No evidency to account for the alleged discrepancy.	7

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Address.			
			1906.	$ cts.					
148	Canadian Bank of Commerce.	Fort Frances, O.	Apl 20	236 00	Chas. Peterson..	257 King Street, Winnipeg.	Stated not to have been received by the person addressed.	This letter was delivered by the Winnipeg post office to a C. Peterson, who claimed the letter and signed for it. Subsequently it was ascertained that the man was an imposter. His whereabouts could not be obtained. Value of contents made good.	3
149	E. A. Mortimer...	Kelwood.....	" 20	30 00	C. E. Perrenond.	Cochrane, Alta..	Stated to have been received without contents.	Case still under inquiry...	11
150	Bank of Montreal.	Montreal..	" 27	2,000 00	Union Bank....	Edmonton..	Stated not to have been received by the addressee.	"	11
151	R. T. Richardson..	Woodroffe, O. ..	May 1.	5 00	J. S. Leighton..	Toronto	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from Woodroffe, the postmaster made good the value of its contents.	3
152	Mrs. Leach	Woodnorth, M..	" 4.	6 00	Manson Campbell Co.	Chatham, O.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
153	Postmaster of Quebec.	Mailed at Quebec but purported to have been posted at Gaspé.	" 4.	3 00	D. Drolet.....	Quebec.	Stated not to have been received by the person addressed.	This was a test letter prepared by the Post Office Inspector at Quebec. It was stolen by Eug. Lachance, an employee of the Quebec post office, who confessed his guilt and restored the money which it had contained; the letter itself he had destroyed. Lachance confessed also to stealing other money letters. He was sentenced to three years in penitentiary.	3

154	Mrs. J. Burns ...	Ottawa..... ...	" 4	5 00	Mrs. L. Petrie..	Victoria..	Stated not to have been received by the persons addressed.	On the 8th May the Imperial Limited conveying the mails in which these letters were contained was stopped near Kamloops, B. C., by three masked men, who overhauled the postal car and stole the letters. The robbers were subsequently apprehended, convicted and sentenced—two to penitentiary for life and the third to penitentiary for 25 years.	9
155	Ling Loi..	Calgary..... ..	" 7.	10 00	Chong Lung & Co.	"			
156	—— Henry..	Round Hill.....	" 8.	13 74	S. Tavener.....	Tupperville.....	" "	This letter was stolen from the Round Hill post office by a lad who had improperly obtained access to the post office. Value of contents made good by the postmaster of Round Hill. The culprit died shortly after committing the theft.	3
157	C. Scott..... ...	Chisholm, O....	" 8.	30 00	The Chase Bros. Co.	Colborne, O.....	" "	This letter duly reached the Bloomfield post office, en route, where further trace of it could not be obtained. Value of contents made good by the postmaster of Bloomfield	3
158	H E. Martin. ...	Oshawa.	" 14.	10 00	Mrs. H E. Martin.	Port Perry	" "	This letter is said to have been despatched from Oshawa to the Montreal & Toronto Ry. P. O. Value of contents made good by the clerk in charge of the latter who was unable to show what disposition he had made of it.	3
159	J. Girard.....	House of Commons.	" 14	8 73	A. M. Rolland..	Montreal.....	Only $3.75 stated to have been received.	No evidence to account for the alleged discrepancy.	7
160	Mrs. A. Charron..	Hull....	" 17.	5 00	V. Tremblay....	North Nation Mills.	Stated not to have been received by the person addressed.	The North Nation Mills post office was entered by a burglar on the night of the 19th May and this letter stolen. Value of contents made good by the postmaster who had neglected to properly safeguard the letter. No clue to the perpetrator of the robbery.	3
161	John Tippit.....	Ripples, N. B...	" 17.	13 00	Rev. C. W. Sables	Marysville	" "	This letter was contained in a mail which was lost while being transferred from the steamer 'Majestic.' Value of contents made good by the company.	3
162	Postmaster.....	Halifax.....	" 20.	2 00 (postage stamps)	Postmaster.. ...	Head of Chezzetcook, N.S.	" "	The mail in which this letter was contained was lost en route by the mail courier between Halifax and West River, Sheet Harbour. Value of contents made good by the courier.	3

APPENDIX H—*Continued.*

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
163	F. Veau.....	Nominingue ..	May 21	1 70	La Provinciale Compagnie d' Assurance.	Montreal..	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from Nominingue to the Montreal & Labelle ry. post office, but not to have reached the latter. Cause of failure not discoverable.	2
164	Alex. S. Parley...	Moffat, Sask....	" 25	30 90	T. Eaton Co....	Winnipeg.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
165	H. Cyr	St. Hermas Station.	" 26	287 50	G. B. Martin...	St. Philippe d' Argenteuile.	Stated not to have been received by the person addressed.	The mail in which this letter was contained was despatched from St. Hermas to the railway post office and was delivered by the latter at St. Philippe station to the contractor for the service between St. Philippe Station and Stonefield. From this point, however, trace of the letter could not be obtained. Value of contents made good.	3
166	F. J. Charlton ...	Brantford.....	" 26	10 50	Mrs. S. French..	Toronto	Only $10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
167	Henry Derby.....	Owen Sound....	" 28	3 00	Miss F. Priest...	Huntsville	Stated not to have been received by the person addressed.	Case still under inquiry	11
168	W. H. Seaver.....	Eamer's Corners	" 31	9 34	Pelican and Brit. Empire Life.	Montreal.....	Only $9.24 stated to have been received.	No evidence to account for the alleged discrepancy.	7
169	Wm. Robinson, P. M., Winnipeg Beach.	Winnipeg Beach	June 1	600 00	Wm. Robinson..	Selkirk	Stated not to have been received by the person addressed.	This letter is stated to have been despatched to Selkirk but not to have reached that office. Cause of failure not discoverable.	2

170	Sisters of St. Joseph	Thorold	"	5	16 22	John Kay & Sons	Toronto	"	"	There being no evidence of the despatch of this letter from the Thorold post office the value of its contents was made good by the postmaster.	3
171	W. J. Lennox	New Ross, O	"	12	11 00	Dr. G. Collison	Brinston's Corners.	Stated to have been received without contents.		No evidence to account for the alleged discrepaney.	7
172	Mrs. D. Bissett	Parkhill	"	14	30 00	Canadian Trust Co.	London, Ont.	"	"	" "	7
173	Postmaster	Halifax	"	20	$2 in postage stamps.	Postmaster	Head of Chezzetcook.	Stated not to have been received by the person addressed.		The mail in which this letter was contained was lost en route by the carrier between Halifax and West River, Sheet Harbour. Value of contents made good by the contractor.	3
174	Wing Hocy	Duncan Station	"	21	10 00	Chung Lung & Co.	Victoria	Stated to have been received without contents.		Case still under inquiry	11
175	G. M. Collinson	Hainsville	"	30	3 00	Dr. S. C. McLean.	Spencerville	"	"	" "	11

APPENDIX H

REPORT OF MISSING LETTERS

CLASS B---UNREGISTERED LETTERS

APPENDIX H.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1904.	$ cts.					
1	J. A. Gillis.....	Morar, N.S. ...	In Dec.	2 50	F. A. Gillis.....	Denmark, N.S .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
2	Mrs. A. M. Chisholm.	Briley's Brook, N.S	Dec. 10	2 00	Mrs. W. Langille.	" ..	" " ..	" " ..	
3	J. H. C. Acoin ...	Sydney, N.S.....	" 19	5 00	Mrs. J.H.C. Acoin	Pownall, P.E.I.	" " ..	" " ..	
4	J. H. C. Acoin ...	"	" 21	3 00	Mrs. J.H.C. Acoin	" ..	" " ..	" " ..	
			1905.						
5	W. E. Whitman..	Pictou, N.S.	Jan. 1	5 00	Mrs. W. E. Whitman.	Port Dufferin, N.S.	" " ..	" " ..	
6	G. B. Langille....	Westville, N.S....	" 15	10 00	Mrs. J.B. Langille	Marshville, N.S.	" " ..	" " ..	1
7	W. Thompson....	Cannamore, O ..	Feb. 4	1 00	*The Journal* Printing Co.	Ottawa.... ...	" " ..	" " ..	
8	A. Angevine	Six Mile Road....	" 15	2 00	Frost-Wood Co...	Truro, N.S.....	" " ..	" " ..	
9	W. F. Bray. ..	Pugwash, N.S ...	" 17	0 25	Economizer Co....	Toronto	" " ..	" " ..	
10	Hibbert McDonald	Pictou, N.S.... ...	" —	0 60	John Dougall & Son.	Montreal. . .	" " ..	" " ..	
11	T. H. Coburn....	Braeside, O.	Mar. 1	3 00	*The Journal* Printing Co.	Ottawa.....	" " ..	" " ..	
12	G. W. Williams..	Gananoque, O...	" 1	1 00	" " ..	"	" " ..	" " ..	
13	R. R. F. Filmore.	Stellarton, N.S...	" 15	10 00	Asa Fillmore	Oxford Junction	" " ..	" " ..	
14	Fred. Cown....	St. Jean Port Joli, Q.	" 15	6 00	John Sealy	St. John, N.B..	" " ..	This letter was posted for registration but is believed to have been forwarded as an ordinary letter. P. M. St. Jean, Port Joli, made good contents.	3
15	Rev. A. H Foster	St. John, N.B	" 15	10 00	Mrs. S. A. Foster.	Pictou Landing, N.S.	" " ..	No trace owing to want of registration.	
16	Mrs. C. J. Johnson	Battleford, Sask..	" 28	3 40	T. Eaton Co....	Toronto	" " ..	" " ..	

17	Alex. White	Halifax	April	—	4 00	C. White	Chcticamp Big Pond, N.S.	"	"	"	"	
18	Effie Eberts	Morden, M.	"	6	10 00	Mrs. F. G. Eberts	Chatham, O.	"	"	"	"	
19	Jos. Greenough	Meagher's Grant, N.S.	"	10	5 00	Harris, Henry & Cohen.	Halifax	"	"	"	"	
20	J. McTavish	Lyon's Brook	"	—	30 00	G. O. Forsyth	Port Hawkesbury.	"	"	"	"	
21	Ben. Taylor	Pincher Creek, Alta.	"	15	19 20	Clement & Blythman.	Solsgirth, M.	"	"	"	"	
22	Miss Edith Kirkley.	Fannystelle, M.	"	21	2 00	Rev. R. C. Horner	Ottawa	"	"	"	"	1
23	Miss F. A. Arnold	Ivy, O.	"	21	2 40	John Dougall & Son.	Montreal	"	"	"	"	
24	Miss R.H. Watson	Clan William, M.	"	24	1 00	Hudson Bay Co.	Winnipeg	"	"	"	"	
25	B. E. Cox	Ste. Anne des Chenes, M.	"	25	5 00	"	"	"	"	"	"	
26	John MacCann	St. Catharines, O.	"	26	5 00	Mrs. A. T. Pollard	Toronto	"	"	"	"	
27	Hector Wood	Crookston, O.	May	1	1 00	*The Journal* Co.	Ottawa	"	"	"	"	
28	Mrs. A. F. Barrett	Collingwood, O.	"	2	10 00	Mrs. C. Knight	East Toronto	"	"	"	"	
29	Mrs. Maud Walters	Ottawa	"	14	1 00	Miss C. Walters	Montreal	"	"	"	"	
30	Mrs. Eva Clarke	"	"	15	1 00	*The Journal* Printing Co.	Ottawa	"	"	"	"	
31	Mrs. Geo. Richardson.	Kutawa, Sask.	"	17	1 00	T. Eaton Co	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
32	C. H. McCoul	Amherst, N.S.	"	20	5 00	John McCoul	Stillman, N.S.	Stated not to have been received by the person addressed.		No trace owing to want of registration.		
33	Mrs. Ed. Schafer	St. Jacobs, O.	"	23	1 00	Miss Ada Smith	Toronto	"	"	"	"	
34	L. D. Morrow	Renfrew, O.	"	27	2 00	*The Journal* Printing Co.	Ottawa	"	"	"	"	
35	Thos. Slight	Toronto	"	27	3 00	Allen Hardwick	Hamilton	"	"	"	"	
36	Geo. Gray	Stellarton, N.S.	"	31	2 00	*Herald* Pub. Co.	Montreal	"	"	"	"	
37	Mrs. J. McKenzie	New Glasgow, N.S.	In May		2 00	Mrs. A. Henderson	River John, N.S	"	"	"	"	1
38	Chas. Marsh	River John, N.S.	June	1	5 00	Mrs. Chas. Marsh.	Chester, N.S.	"	"	"	"	
39	B. Anderson	Owen Sound, O.	"	1	5 00	Mrs. S. H. Anderson.	Winnipeg	"	"	"	"	
40	Wm. Hazleton	P.O. car at Smith's Cove, N.S.	"	2	25 00	H. Green	Digby, N.S.	"	"	"	"	
41	A. Nolan	Pictou, N.S.	"	—	6 00	Mrs. A. Nolan	Sonora, N.S.	"	"	"	"	
42	Frank Drysdale	Wallace Station, N.S.	"	7	21 00	Dunlop Bros. & Co.	Amherst, N.S.	"	"	"	"	
43	A. H. Potter	Toronto	"	7	7 00	Thos. Creeper.	Hampton	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
44	Auguste Barsch	Montreal	"	10	1 00	Mde. A. Basset	Sidney, N.S.	Stated not to have been received by the person addressed.		No trace owing to want of registration.		1
45	A. D. Scott	Parry Sound	"	—	5 00	Mrs. A. McKay	Tatamagouche Mt.	"	"	"	"	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
46	Mrs. R.J. Marshall	Oak Lake, M....	June 11	4 00	Mrs. R. Marshall.	Montrose, M...	Stated not to have been received by the person addressed.	No trace owing to want of registration	
47	A. Cook.....	River John, N.S..	" 12	5 00	Mrs. A. J. Cook..	East River, N.S.	" " ..	" " ..	
48	Fred. Fear..	Cannington, O...	" 14	5 20	T. Eaton Co.... .	Toronto	" " ..	" " ..	
49	Henry Melvin....	River John, N.S..	" 15	2 00	John Roast.....	East River, N.S.	" " ..	" " ..	
50	Mrs. Jas. Cook...	London.	" 16	1 14	Mrs. Ed. Taylor..	Sarnia, O.....	" " ..	" " ..	
51	Albert Clancy. ..	Halifax..... ...	" 16	1 00	Miss E. Clancy...	Sidney, N.S.. .	" " ..	" " ..	1
52	M. E. Wadsworth	Ottawa.....	" 17	1 00	Mrs. Wm. Wadsworth.	Renfrew, O.....	" " ..	" " ..	
53	Henry Scott.. ..	Maccon, N.S.....	" 17	2 00	Mrs. Henry Scott.	Welsford, N.S..	" " ..	" " .	
54	Mrs. N. Garden. .	Lembery, Assa.. .	" 19	1 75	Hudson's Bay Co..	Winnipeg, M ..	" " ..	" " ..	
55	Sam. Haigh	New Westminster,	" 22	0 80	A. White.....	Victoria, B.C...	" " ..	" " ..	
56	W. R. Bowlby....	Victoria Vale, N.S	" 23	5 00	M. P. Marshall...	Middleton, N.S.	" " ..	" " ..	
57	Mr. Bongeon	St. André Avellin, Que.	" 23	100 00	P. Demers & Fils..	Montreal, Q....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
58	Mrs. D. G. Hamilton.	Almonte, O.	" 25	2 25	Miss B. Hamilton.	Ottawa, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration	
59	Annie W. Grant..	Arnprior, O. (Ry. Stn.)	" 26	6 00	Miss M. Grant....	"	" " ..	" " ..	
60	R. W. Burns.....	Souris, P.E.I.	" 26	15 00	D. G. Burns	Sonora, N.S	" " ..	" " ..	1
61	T. M. Biskell.....	Ottawa, O.....	" 29	6 00	Mrs. T. M. Birkett	Kingston, O....	" " ..	" " ..	
62	Wallace Fraser ...	Hull. Q....	" 29	11 00	Mrs. Wallace Fraser.	Vars, O.....	" " ..	" " ..	
63	W. R. Dunbar....	Truro, N.S.....	" 29	10 00	Miss Eliza Dunbar	Abercrombie,NS	" " ..	" " ..	
64	R. D. Burns... ..	Pictou, N.S.....	" 30	10 00	Mrs. R. D. Burns.	Sonora, N.S....	" " ..	" " ..	

65	Alex. Kincade	Temiskaming Stn.	"	30	16 00	Mrs. Alex. Kincade.	Toronto, O.	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.			7
66	H. W. Allen.....	Winnipeg, M. ..	"	30	15 90	Dr. A. A. Stewart.	"	" " ..	" " ..			
67	L. Larkin	Bergerville, Q.....	July	3	3 00	Miss F. Larkin....	Maisonneuve, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration			
68	MaggieHutchinson	Dartmouth, N.S.	"	3	6 00	Miss A. Hutchinson.	RiverJohnRoad, N.S.	" " ..	" " ..			1
69	E. Seabrook	Glen View, O....	"	3	1 00	*The Journal* Ptg Co	Ottawa, O... ...	" " ..	" " ..			
70	R. Huston	Vancouver.. ..	"	3	5 00	Mrs. Clara Huston	Pugwash, N.S..	" " ..	" " ..			
71	J. Robert Long...	Elora Station, O..	"	4	5 00	Robert Johnston..	Burlington, O...	" " ..	" " ..			
72	B. Anderson	Ingersoll, O....	"	4	10 00	W. B. S. Anderson	Owen Sound, O.	" " ..	" " ..			
73	C. S. Birkett.. ...	Montreal, Q ...	"	4	5 00	Miss D. Sincennes.	Quebec, Q	" " ..	See No. 153, Class A.....			3
74	W. H. Hewitt....	Oshawa, O.... ...	"	5	5 00	T. H. Hewitt.....	Montreal, Q.. .	" " ..	No trace owing to want of registration			
75	Hugh Britton.....	Toronto, O.	"	5	2 00	Mrs. Hugh Britton	Niagara Falls, O.	" " ..	" " ..			
76	Miss MacSmithers.	Moosomin, Assa ..	"	5	1 00	Hudson Bay Co..	Winnipeg, M....	" " ..	" " ..			
77	T. Banning.	Arnprior, O.	"	5	0 75	*The Journal* Ptg Co	Ottawa, O.....	" " ..	" " ..			
78	Mrs. E. S. Watson	Ottawa, O	"	5	2 00	Geo. E. Patterson.	Cobden, O ..	" " ..	" " ..			
79	B. Anderson.....	Ingersoll, O.	"	5	10 00	W. B. S. Anderson	Owen Sound, O.	" " ..	" " ..			
80	Flossie Lawson....	London, O. . . .	"	5	2 00	Mrs. M. Lawson..	Winfield, O... .	" " ..	" " ..			
81	W. D. Drewry....	Newburgh, O.....	"	5	9 00	Geo. Drewry.....	Brighton, O....	" " ..	" " ..			
82	A. J. Poffer. ...	Rossmore, O.....	"	5	2 00	*Journal* Ptg. Co...	Ottawa, O.....	" " ..	" " ..			1
83	Ethel R. Cochran..	Ste. Croix, N.S...	"	5	9 00	Mrs. J. C. McConnell.	Tatamagouche, N.S.	" " ..	" " ..			
84	Howard Steacy....	Montreal, Q. ...	"	7	6 00	Mrs. Steacy	Toronto, O.....	" " .	" " ..			
85	Miss E. B. Black..	Pointe Claire, Q ..	"	7	1 00	Edward B. Black..	Montreal, Q....	" " ..	" " ..			
86	W. J. Hagger. ...	Chatham, O	"	7	3 00	Mrs. Amy Hagger	Islington, O	" " ..	" " ..			
87	Frank W. Maclean	Toronto, O..	"	7	8 00	Miss Perkins.....	Severn Bridge, O.	" " ..	" " ..			
88	R. S. Brown ...	Barrie Station, O..	"	7	65 00	J. M. Pearen.....	Weston, O.....	" " ..	" " ..			
89	J. I. Greig.....	Wemyss, O.	"	8	10 00	Mrs. J. I. Greig...	Westmount, Q..	" " ..	" " ..			
90	A. F. Campbell...	Arnprior, O	"	8	1 00	*Journal* Ptg. Co ..	Ottawa, O.....	" " ..	No trace owing to want of registration			
91	Daniel McKenzie.	Halifax, N. S.....	"	9	20 00	Hector McKenzie.	Pictou, N.S. ...	" " ..	" " ..			
92	Geo. A. Huestis ..	New Glasgow, N.S.	"	9	7 00	Miss Helen Huestis	Havelock, N.B.	" " ..	" " ..			
93	J. E. Hamilton...	Stellarton, N.S...	"	10	4 00	J. T. Steeves	Hillsboro, N.B..	" " ..	" " ..			
94	J. Leblanc.....	St. Henri de Montreal, Q.....	"	10	5 00	F. Leblanc	St. Pie, Q ...	" " ..	" " ..			1
95	David Tolton.....	Guelph, O..... .	"	10	5 00	Alice E. Tolton...	Trenton, O	" " ..	" " ..			
96	F. W. Galey.....	Niagara Falls, O..	"	10	7 00	Mrs. C. Tayuton..	Trenton, O	" " ..	" " ..			
97	L. C. Lerivière ...	Montreal, Q . ..	"	10	5 00	Chs. Cloutier.....	Quebec, Q.....	" " ..	" " ..			
98	Test letter P. O. Inspector.	Toronto	"	11	2 50	J. P. Galloway ...	Toronto, O.	" " ..	This letter was stolen by J. T. Marks, a letter carrier of the Toronto P.O., who was convicted and sentenced to three years in penitentiary. The money which the letter had contained was recovered.			3
99	Miss Bell Stewart.	Niagara - on - the Lake, O.	"	11	10 00	Chas. McCoy.....	.....	" " ..	No trace owing to want of registration			1

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
100	Mrs. John Howe..	London, Ont.	July 11	2 00	John Howe... .	Toronto, O. . ..	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
101	J. B. Demers.....	St. Pierre Baptiste, Q.	" 12	1 25	G. N. Billern & Co	Quebec, Q ...	" " ..	See case No. 153, Class A..	3
102	James Reid.....	Sydney, N.S.. ..	" 12	40 00	Mrs. D.A. Hannen	Pictou, N.S....	" " ..	No trace owing to want of registration	
103	D. Reid.....	Whitney Pier, N.S.	" 12	10 00	Mrs. D. Reid....	"	" " .	" " ..	
104	Thos. Pidgeon....	Toronto, O . ..	" 13	2 00	Mrs. T. Pidgeon..	Pusey, O	" " ..	" " .	
105	Miss K. C. Duggan	Prospect, N.S. ...	" 13	0 50	T Eaton Co	Toronto, O	" " ..	" " .	
106	Mrs. J. H. Taylor.	Ottawa, O..... .	" 14	1 00	J. H. Taylor.....	Montreal, Q....	" " ..	" " .	
107	J. H. Scott.....	Montreal, Q...	" 14	5 00	Morris Scott . .	Kingston, O ...	" " ..	" " ..	
108	M. L. Lefortune ..	Acton Vale, Q....	" 14	6 50	M. Fleischman Co.	Montreal, Q ...	" " ..	" " .	
109	Mme. N. Durand.	Montreal, Q.....	" 14	40 00	Rev. Père Dominicans.	Ottawa, O	" " ..	" " ..	
110	R. J. Howe	Toronto, O	" 14	2 00	Mrs. R. J. Howe .	Orillia, O.....	" " ..	" " ..	
111	Mrs. J. H. Taylor.	Ottawa, Ont.....	" 14	1 00	J. H. Taylor.. ..	Montreal, Q...	" " ..	" " ..	
112	Capt. Scott.....	Montreal, Q .	" 14	5 00	J. Morris Scott...	Kingston, O ...	" " ..	" " ..	
113	Mrs. A. D. Cummings.	North Hatley.....	" 15	15 00	Miss Mary Frick. .	North Hatley...	" " ..	" " ..	
114	Lily M. Fry... .	Selkirk, O.....	" 16	3 25	Robt. Simpson & Co	Toronto, O	" " ..	" " ..	1
115	Alice Lye	Balcarres, Sask...	About July 17	14 00	Mrs. C. Whitmer..	Galt, O.....	" " ..	" " .	
116	Mrs. Jas. Crowston.	Markdale, O... ..	" 18	1 00	Imperial Silverware Co.	Windsor, O.....	" " ..	" " ..	
117	Mrs. D. McKay...	Pictou, N.S.....	" 18	5 00	Mrs. Thos. Malcolm	Brule, N.S.....	" " ..	" " ..	
118	D. Robinson . .	Hamilton, O	" 19	3 00	Richard Tew.....	Toronto, O	" " ..	" " ..	
119	Mrs. D. Degencier	Gananoque, O....	" 19	7 00	Mrs. C. J. Thacker	Westmount, Q..	" " ..	" " ..	
120	John C. Robertson	Ange Gardien, Q .	" 19	0 60	Leprohon & Leprohon.	Montreal, Q ..	" " ..	" " ..	
121	R. E. Symes	Rapid City, Man..	" 19	10 00	Sylvester Co,, Ltd,	Brandon, Man..	" " ..	" " ..	

122	E. M. Legge.....	Temperanceville, O	"	21	25 00	S. H. Howland Sons & Co.	Toronto, Ont ...	"	"	..	"	"	..
123	Emil Poliwka.....	Toronto, O	"	21	5 00	Mrs. Emil Poliwka	Westmount, Q..	"	"	..	"	"	.. 3
124	Thos. J. Mill....	Marie, Q. (on mail car.)	"	21	10 00	J. B. Renaud & Cie	Quebec, Q.....	"	"	..	See case No. 153, Class A		
125	Mrs. John McBett	Earltown, N. S...	"	22	12 10	Mrs. Jno. MacKeen	Amherst, N.S..	"	"	..	No trace owing to want of registration.		
126	Mrs. Alex. Cross..	Italy Cross, N.S..	"	22	1 10	A. O'Connor Co. .	Halifax, N.S. .	"	"	..	"	"	..
127	Mrs. S. Morden...	Tyndall, Man.....	"	22	1 25	Hudson's Bay Co.	Winnipeg, Man.	"	"	..	"	"	..
128	O. H. Timm.....	Toronto, Ont.. ...	"	23	2 00	Miss A. E. Timm.	Westmount, Que	"	"	..	"	"	.. 1
129	Mme. Mathieu....	Montreal, Que....	"	23	1 00	Athanase Hamelin	Grondines, Que.	"	"	..	"	"	..
130	Chas. Ireland.....	London, Ont.....	"	23	7 00	Mrs. Jonathan Ireland.	Burlington, Ont.	"	"	..	"	"	..
131	John E. Taylor...	Montreal, Que....	"	23	5 00	Mrs. J. E. Taylor.	Dunvegan, Ont..	"	"	.	"	"	..
132	Miss Mary Hall..	Perth, Ont..	"	23	10 00	Miss Helen C. Hall	Lachine, Que....	"	"	..	"	"	..
133	Jos. Eugène Daigle	Charlesbourg, Que.	"	24	0 75	A. R. Roy.....	Quebec, Que....	"	"	..	See case No. 153, Class A.....		3
134	Mrs. Jas. E. Harvey	Hantsport, N.S...	"	24	0 80	A. O'Connor Co...	Halifax, N.S....	"	"	..	No trace owing to want of registration.		
135	Mrs. Oscar Bush..	Wahnapitae Ont..	"	24	1 00	T. Lindsay..	Ottawa, Ont .	"	"	..	"	"	..
136	Geo. Miles.....	Toronto Junction, O	"	24	6 00	Geo. Butzer	Deseronto, Ont..	"	"	..	"	"	..
137	Geo. Rennie.....	Stratford, Ont ...	"	24	1 00	Robt. Simpson&Co	Toronto, Ont. ..	"	"	..	"	"	..
138	Mrs. Mary Stuart.	Windsor Mills, Que	"	24	10 00	Mrs. Walter Berry	Ste. Cunegonde, Que.	"	"	..	"	"	..
139	R. D. Baker	Ottawa, Ont . .	"	25	5 00	Mrs. R. D. Baker.	Gananoque, Ont.	"	"	..	"	"	..
140	James Cregan	"	"	26	2 00	W. T. Cregan.....	Montreal, Que .	"	"	..	"	"	..
141	F. C. Edmonds ..	Collingwood, Ont..	"	26	10 00	Mrs. F. C. Edmonds	Lindsay, Ont...	"	"	..	"	"	..
142	Miss R. M. Scott..	Knowlton L'dg., Q	"	27	5 00	John Murphy & Co.	Montreal, Que..	"	"	..	"	"	..
143	L. R. McLaren...	Oxford and Pictou Postal Car, N.S.	"	28	7 00	Mrs. L. R. McLaren	Kentville, N.S..	"	"	..	"	"	. 1
144	Leonard Mansell..	Toronto, Ont... ..	"	28	7 00	Mrs. L. Mansell ..	St. Catharines, O.	"	"	..	"	"	..
145	E. Guthrie.....	"	"	30	5 00	Miss Kate Fenn ..	Madoc, Ont.....	"	"	..	"	"	..
146	Thos. Finnegan...	Umfraville, Ont..	"	31	5 00	Miss E. Lemmon .	Plainfield, Ont..	"	"	..	"	"	..
147	John Watson... .	Montreal, Que....	"	31	10 00	Lindsay, Ltd....	Montreal, Que..	"	"	..	"	"	..
148	Mrs. P. Fortin....	L'Islet, Que.... .	"	31	1 00	The S. Carsley Co. Ltd.	" ..	"	"	..	"	"	..
149	W. H. McFarlane.	Paisley, Ont	"	31	3 00	Geo. A. Slater....	" ..	"	"	..	"	"	..
150	Mrs. Alice G. Hunt	Quebec, Que	"	31	6 30	Pugh Mfg. Co....	Toronto, Ont. ..	"	"	..	"	"	..
151	Mrs. H. Fraser...	Port Cockburn, O.	"	31	5 00	T. Eaton Co ...	" ...	"	"	..	"	"	..
152	J. Elise Bourque..	Plessisville, Que..	"	31	0 36	Alex. Brenner ...	Montreal, Que.	"	"	..	"	"	.
153	Alf. Gage.	Brantford, Ont....	Aug.	1	2 00	Robt. Wilson	Tunnel, Ont....	"	"	..	"	"	..
154	W. Davidson.....	Montreal, Que....	"	1	3 00	*The Journal* Ptg. Co.	Ottawa, Ont....	"	"	..	"	"	..
155	J. A. Sandilands..	Montreal, Que....	"	1	5 00	Mrs. W. Sandilands.	Dalhousie Stn., Que.	"	"		No trace owing to want of registration		
156	Mrs. A. Burwash..	Algonquin Park, O.	"	1	2 25	The C. Ross Co., Ltd.	Ottawa, Ont ...	"	"		"	"	1
157	Mrs. Oscar Bush..	Wahnapitae, Ont..	"	2	1 00	The T. Lindsay Co	" ...	"	"		"	"	
158	Ethel J. McFarlane.	Montreal, Que....	"	2	2 00	Miss McFarlane ..	"	"	"		"	"	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
159	Gertrude M. Wallace.	Gananoque, Ont..	Aug. 2	6 00	John Consno....	Kingston, Ont .	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
160	Margaret Bailey...	Windsor, Ont. ...	" 2	3 00	Miss Bessie Patterson.	Sarnia, Ont	" "	" "	
161	Salem Shakra.....	Fenelon Falls, Ont	" 2	19 00	George Joseph....	Toronto, Ont ...	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.	7
162	Wm. M. Dawson .	Toronto, Ont	" 3	3 00	Mrs. Wm. M. Dawson.	Westfield, Ont.	Stated not to have been received by the person addressed.	No trace owing to want of registration	
163	Mrs. G. E. Vogan.	Hintonburg, Ont..	" 4	3 25	Mrs. F. R. Honeywell.	Mosgrove, Ont..	" "	" "	
164	J. A. McCallum..	Ottawa, Ont.....	" 4	2 00	Mrs. J. A. McCallum.	Lancaster, Ont..	" "	" "	
165	A. Baillargeon....	St. Isidore Jn.,Que	" 4	1 00	Romeo Ronsoil....	Montreal, Que..	" "	" "	
166	Miss Alice Baldwin.	Toronto, Ont.....	" 4	25 00	Mrs. F. M. Baldwin.	Chatham, Ont ..	" "	" "	
167	Mrs. W. M. Reid.	Stn. B, Montreal, Que.	" 5	1 15	Mrs. McGillivray..	Montreal, Que..	" "	" "	
168	A. E. White.....	Nanoose Bay, B.C.	" 5	2 00	H. L. Salmon	Victoria, B C ..	" "	" "	
169	Robert Dobson....	Owen Sound, Ont.	" 6	8 00	Miss Tessie Dobson	Thornbury, Ont.	" "	" "	1
170	Mrs. H. King....	Montreal, Que....	" 7	2 00	Miss E. Monteith.	Cornwall, Ont ..	" "	" "	
171	J. F. Whiteaves..	Ottawa, Ont....	" 7	6 00	Miss R. E. Whiteaves.	Fitzroy Harbour, Ont.	" "	" "	
172	Angus McGillis...	Montreal, Que....	" 9	5 00	Mrs. Angus McGillis.	Dundee Centre, Que.	" "	" "	
173	W. H. Glide	St. Catharines, Ont	" 10	8 00	Mrs. W. H. Glide.	Leaskdale, Ont .	" "	" "	
174	Rev. Geo. W. Henderson.	Port Hope, Ont ..	" 11	10 00	J. L. Schwartz....	Port Hope, Ont.	" "	" "	
175	Donald E. McMaster.	Laggan, Ont	" 11	17 00	T. Eaton Co.....	Toronto, Ont ...	" "	" "	

176	Dr. Williamson...	Yarmouth, N.S...	"	11	5 00	Geo. Williamson .	Loganville, N.S.	"	"	"	"	
177	J. Robinson	Crandell, Man....	"	12	3 60	Mr. Doyle.....	Beulah, Man....	"	"	"	"	
178	W. Kyle.....	Toronto, Ont.....	"	13	5 00	C. J. Kyle..	Montreal, Que..	"	"	"	"	
179	Dr. G. F. Belden .	"	"	13	1 00	Mrs. G F. Belden	Ottawa, Ont....	"	"	"	"	
180	Mrs. Kate A. Comard.	Toronto, Ont. ...	"	14	2 00	George Pimm.....	Toronto, Ont....	Stated not to have been received by the person addressed.		No trace owing to want of registration.		
181	John Collins	Middle Sackville, N.B.	"	14	5 00	Mrs. John Cullen..	Picton, N.S. ...	"	" ..	"	" ..	1
182	Walter Pitts.....	West Chezzetcook, N.S.	"	14	0 34	Mr. Cogswell, photographer.	Halifax, N.S....	"	" ..	"	" ..	
183	Mabel Bates.	Halifax, N.S.....	"	14	2 50	T. Eaton Co.....	Toronto, Ont....	"	" ..	"	" ..	
184	Warren P. McDonald.	Sydney, N.S.....	"	14	2 00	Mrs. Jennie McDonald.	Tatamagonthe, N.S.	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
185	E. A. Byron.....	Toronto, Ont.. ..	"	15	2 00	Mrs. E. A. Byron.	Ottawa, Ont....	Stated not to have been received by the person addressed.		No trace owing to want of registration.		
186	Rev. D. A. Woods.	Metcalfe, Ont....	"	15	0 07	Wm. McElroy....	Richmond West, Ont.	"	" ..	"	" ..	1
187	Gédéon Chabot....	Beanceville, East, Que.	"	15	12 00	Adjutor Chabot...	Quebec, Que....	"	" ..	*See* case No. 153—Class A..... ...		3
188	Mabel Bates.	Halifax, N.S.....	"	15	2 50	T. Eaton Co.....	Toronto, Ont....	"	" ..	No trace owing to want of registration.		1
189	Mrs. Archie Ferwillegan.	Oshawa, Ont.....	"	16	1 04	"	" ...	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
190	John Rodgers.....	New Glasgow, N.S	"	16	4 00	Mrs. J. Rodgers...	" ...	Stated not to have been received by the person addressed.		No trace owing to want of registration.		
191	Mrs. John Ray ...	Pictou, N.S.....	"	17	3 00	Kelly & Glassey ..	Halifax.....	"	" ..	"	" ..	
192	A. E. Heath.....	Toronto, Ont.....	"	18	1 00	Mrs. A. M. Richardson.	Whitby, Ont....	"	" ..	"	" ..	
193	C. A. L. Fisher...	Ottawa, Ont.....	"	18	10 00	Mrs. J. S. Vindin.	Maisonneuve, Q.	"	" ..	"	" ..	
194	Rev. F. W. White.	Grafton, Ont..	"	18	30 00	Mrs. F. W. White.	St. Ola, Ont....	"	" ..	"	" ..	
195	J. A. Côté.... ...	Bromptonville, Q..	"	18	7 00	J. Ph. Provencher.	Plessisville Stn., Que.	"	" ..	"	" ..	
196	C. N. Griffiths....	Cheadle, Alta., (Mail car.)	"	18	5 00	Mrs. C. Griffiths..	Calgary, Alta...	"	" ..	"	" ..	
197	F. F. Hammond..	Three Mile Plains, N.S.	"	19	3 30	Kelly & Glassey ..	Halifax, N.S....	"	" ..	"	" ..	1
198	James Weir	Brantford, Ont....	"	19	8 00	Mrs. James Weir..	Hamilton, Ont..	"	" ..	"	" ..	
199	James Pilling.....	Burketon Stn., Ont	"	19	1 00	Miss Short	Montreal, Que..	"	" ..	"	" ..	
200	A. Hopkins.....	Allandale Stn., Ont	"	19	20 00	Mrs. Alf. Hopkins.	Hamilton, Ont..	"	" ..	"	" ..	
201	Cantin et frère...	Tingwick, Que....	"	19	15 50	Bank of Montreal.	Danville, Que...	"	" ..	"	" ..	
202	J. B. A. Emond..	South Quebec, Que	"	19	10 00	S. E. Demarais....	Richmond, Que..	"	" ..	"	" ..	
203	A. Asselin.... ...	Vancouver, B.C ..	"	20	3 00	Mrs. A. E. Snaith.	Victoria, B.C...	"	" ..	"	" ..	
204	Mrs. F. H. Ram..	London, Ont.....	"	20	1 00	*Herald* Printing Co	Hamilton, Ont..	"	" ..	"	" ..	
205	R. L. Fisher.....	Montreal, Que....	"	21	5 00	Mrs. P. L. Fisher.	Fraserville, Que.	"	" ..	"	" ..	
206	G. E. Learmonth..	High River, Alta.	"	22	15 00	Mrs. J. Learmonth	Westmount, Q..	"	" ..	"	" ..	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
207	J. A. Benyon.....	Riviere du Loup en bas, Que.	Aug. 23	1 00	Miss McGreevy...	Quebec, Que....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
208	E. W. Low.....	Ottawa, Ont.....	" 23	1 00	Miss Low.....	Oliver's Ferry, Ont.	" " ..	" " ..	
209	W. Bryan..... ..	Toronto, Ont. ...	" 23	2 00	Mrs. Bryan.....	Uxbridge, Ont..	" " ..	" " ..	
210	Mrs. J. McCusker.	Plantagenet Sp'gs, Ont.	" 23	4 00	Miss Ethel McDermott.	Montreal, Que..	" " ..	" " ..	1
211	C. Nairn	West Merigonish .	" 23	22 00	Mrs. C. Nairn....	Wallace Sn., N.S	" " ..	" " ..	
212	D. Champoux.....	Campbellton, N. B.	" 24	20 00	Leon Hebert . ..	Causapscal, Que.	" " ..	" " ..	
213	Mrs. W. G. Elliots	Ottawa, Ont	" 24	33 00	Mrs. J. Wood	Montreal, Que..	" " ..	" " ..	
214	Bank of Toronto..	Gaspé, Que.	" 24	33 00	Cyriac Coulombe..	Chlorydormes, Q	" " .	" " ..	
215	David Chambers..	Tatamagauche, N.S.....	" 25	38 00	Bank of N. Scotia.	Pictou, N.S.....	Only $33 stated to have been received by the person addressed.	No evidence to account for the alleged discrepancy.	7
216	J. Clarke Bennett.	Ottawa, Ont.....	" 25	5 00	Mrs. J. C. Bennett	Kingston, Ont..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
217	Lottie Crooks.....	Peggy's Cove, N.S.	" 25	1 15	T. Eaton Co.	Toronto, Ont....	" " ..	" " ..	
218	Geo. G. Wiley....	Toronto, Ont. .. .	" 26	1 00	Gordon D. Haggert	Paris, Ont	" " ..	" " ..	
219	J. D. McKay. ...	Phœnix, B.C.....	" 27	10 00	Jessie C. McKay..	Earltown, N.S..	" " ..	" " ..	
220	Dr. F. T. Bennett.	Fort Saskatchewan	" 27	5 00	Mrs. Bennett.....	Central Park, B.C.....	" " ..	" " ..	
221	Mrs. John Ray...	Pictou, N.S.	" 27	5 00	Kelly & Glassey ..	Halifax, N.S. ..	" " ..	" " ..	
222	Dr. E. Learmonth.	High River, Alta..	" 27	15 00	Mrs. J. Learmonth	Westmount, Q..	" " ..	" ..	
223	A. Brown	Indian Head, Sask.	" 28	18 50	The Royal Victoria Life Ins. Co	Montreal, Que..	" " ..	" " ..	

224	S. A. MacKay....	Montreal, Que. ..	"	28	2 00	Mlle. J. MacKay..	Ottawa, Ont...	"	" ..	"	" ..	1
225	Elie Lachance	Ste. Agathe des Monts, Que. ...	"	28	1 00	E. Bernard.....	Montreal, Que..	"	" ..	"	" ..	
226	Jas. Pilling.....	Burketon Stn., Ont	"	28	1 00	Miss Short. ..	" ..	"	" ..	"	" ..	
227	Mrs. H. H. Worby	East Angus, Que.	"	28	1 25	Canniff Corset Co.	" ..	"	" ..	"	" ..	
228	Arthur Whitepool.	Highland Grove, Ont	"	28	1 00	Mrs. W. Whitepool	Bancroft, Ont...	"	" ..	"	" ..	
229	Mrs. A. G. Brown.	Toronto, Ont. ..	"	28	7 00	J. F. Barrow Co.	Toronto, Ont...	"	" ..	"	" ..	
230	W. W. Boyce.....	Owen Sound, Ont.	"	28	1 00	Miss Hattie Boyce	Collingwood, Ont	"	" :	"	" ..	
231	Wm. J. Myers.. .	Head of Jeddore, N.S.....	"	28	10 00	Jas. Simmonds & Co.	Dartmouth, N.S.	"	" ..	"	" ..	
232	Siméon Plante. ..	St. Boniface, Man.	"	28	25 00	Mde S. Plante.....	St. Joseph (or Beauce), Que..	"	" ..	This letter was posted for registration but no trace of its despatch from St. Boniface could be found. The postmaster made good contents letter. *See* case No. 294.		3
233	Miss M. Jameson.	Bayfield, Ont.....	"	29	0 70	Nordheimer & Co.	London, Ont....	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
234	Mrs. Jas. McCusker	Plantagenet Sprgs, Ont.....	"	29	4 00	Miss E. McDermott	Montreal, Que..	Stated not to have been received by the person addressed.		No trace owing to want of registration.		
235	Wm. Levesley....	Harmatton, Alta..	"	29	15 00	Codville Smith Co.	Calgary, Alta...	"	" ..	"	" ..	
236	A. Leclaire. ..	Montreal, Que....	"	30	2 20	F. X. Leclaire ...	Ottawa East, Ont					
237	Howard Brothers.	Eagle Hill, Alta.	"	30	10 00	MacPherson Fruit Co.	Calgary, Alta. .	"	" .	"	" .	
238	J. T. Power	Pine Tree, N.S...	"	31	10 00	Mrs. J. T. Power..	The Falls, N.S..	"	" ..	"	" ..	
239	Mrs. L. McLennan	Montreal.	"	31	2 00	Mrs. A. McLean..	Pictou, N.S. ...	"	" ..	"	" ..	
240	Dr. Carrutt.....	Renfrew, Ont....	Sept.	1	10 00	Mrs. R. M. Carrutt	Toronto, Ont...	"	" ..	"	" ..	
241	M. E. Goettler ...	Tunnel, Ont ...	"	1	5 00	Mrs. L. Gœttler ..	Stratford, Ont..	"	" ..	"	" ..	
242	Mrs. D. Duggan..	East Dover, N.S.	"	1	2 50	T. Eaton Co	Toronto, Ont...	"	" ..	"	" ..	
243	Mrs. Stothers.....	Toronto, Ont....	"	2	1 00	Mrs. Harper. ..	" ...	"	" ..	"	" ..	
244	Stirling Orr.	Kingston, Ont...	"	2	16 60	McCall Bros. & Co.	" ...	"	" ..	"	" ..	
245	James Phillips ...	Lakewood, N.B.	"	2	6 00	Mrs. Glancey.....	Halifax, N.S....	"	" .	"	" ..	1
246	Steward De Bay..	Lower Ship Hr., East, N.S	"	2	2 00	Kelley & Glassey..	" ...	"	" ..	"	" ..	
247	Mrs. Geo. Ramey.	Bridgewater, N.S.	"	3	1 00	Kelley & Glassey..	" ...	"	" ..	"	" ..	
248	Florence Potts....	Toronto, Ont.....	"	3	11 00	Geo. L. Orme & Sons.....	Ottawa, Ont....	"	" ..	"	" ..	
249	M. S. Matheson.	Whycocomagh Portage, N.S...	"	3	0 30	T. Eaton Co.....	Toronto, Ont...	"	" ..	"	" ..	
250	H. C. White.....	Ottawa.....	"	3	5 00	Mrs. H. C. White.	" ...	"	" ..	"	" ..	
251	Mrs. Mary Kesselving.	Owen Sound, Ont.	"	4	1 00	Mrs. Wm. Bannister.	Hepworth, Ont.	"	" ..	"	" ..	
252	Mrs. Montgomery.	Toronto, Ont.....	"	4	2 00	Miss E. Galsworthy	Haydon, Ont....	"	" ..	"	" ..	
253	James Phillips.. .	Lakewood, N.B..	"	4	6 00	Mrs. R. Glancey..	Halifax, N.S...	"	" .	"	" ..	
254	Florence Hamm..	Bridgewater, N.S.	"	4	2 50	Pearl Hamm.....	" , ...	"	" .	"	" ..	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
255	Miss Garrison. ...	Peggy's Cove, N.S.	Sept. 4	1 30	T. Eaton Co....	Toronto, Ont...	Stated not to have been received by the person addressed.	No trace owing to want of registration	
256	Miss H. Williams.	Belleville, Ont...	" 5	1 00	Rev. Mother Scholastic, House of Providence.	Kingston, Ont .	" " ..	" " ..	
257	J. McKearney....	Lyons Brook, N.S.	" 5	3 00	P. McKearney....	St. Mary's Road, P.E.I.	" " ..	" " ..	
258	Guy Guymer.....	London, Ont	" 6	3 00	N. Earl.	Oakville, Ont..	" " ..	" " ..	
259	W. A. Murray Co.	Toronto, Ont....	" 6	2 20	Thos. Allen.....	Niagara Falls, O.	" " ..	" " ..	
260	Norman Dempsey.	Halifax and Yarmouth postal car, east, at Morden N.S.	" 6	4 50	Kelley & Glassey..	Halifax, N. S...	" " ..	" " ..	1
261	Mrs. M. Scott.....	Georgeville, Que..	" 6	15 00	John Scott.....	Winnipeg, Man.	" " ..	" " ..	
262	M. Orme.....	Ottawa, Ont.....	" 7	4 00	Miss Ruth Orme..	Montreal, Que..	" " ..	" " ..	
263	J. E. Thériault ...	Sherbrooke, Que..	" 7	25 30	Arthén'e Thériault	" ...	" " ..	" " .	
264	Miss Z. Clemow...	Ottawa, Ont.....	" 7	2 10	Miss Crombie.....	Ottawa, Ont....	" " .	" " ..	
265	Mlle. E. Proulx...	Montreal, Que...	" 8	5 00	Mlle. D. Proulx. .	Quebec, Que	" " ..	" " ..	
266	Sherman Belcher..	Halifax and Yarmouth postal car, east, at Centreville, N.S.	" 8	10 00	Kelley & Glassey..	Halifax, N.S....	" " ..	" " ..	
267	Mdme. F. Villeneuve.	Ste. Anne des Plaines, Que.	" 9	2 00	Mme. L. Roy.....	Montreal, Que..	" " ..	" " ..	
268	H. A. Howell.....	Vancouver, B.C...	" 9	4 00	A. Howell.....	Victoria, B.C...	" " ..	" " ..	
269	Herménegilde Bélanger.	Sherbrooke, Que..	" 10	8 00	Mrs. Her. Bélanger.	Beauport.....	Only $5 stated to have been received.	See No. 63 Class A.	5
270	Miss Jean McRitchie.	Walkerton, Ont. .	" 11	2 00	T. Eaton Co.....	Toronto, Ont...	Stated not to have been received by the person addressed.	No trace owing to want of registration	

271	A. W. H. Jones..	Montrea., Que...	"	11	10 00	Mrs. A. W. H. Jones.	Longueuil .. .	"	" ..		..	
272	Mrs. H. Whitsel..	Halifax, N.S.....	"	11	1 01	A. O'Connor Co...	Halifax, N.S....	"	" ..	"	" ..	
273	R. B. Rankin....	Toronto, Ont. (stn.)	"	11	15 00	A. Rankin..	Winnipeg, Man.	"	" ..	"	" ..	
274	H. C. Conrad.....	L. E. Chezzetcook, N.S.	"	11	1 20	Union Life Ins. Co.	Halifax, N.S ...	"	" ..	"	" .	
275	Miss B. C. Aitken.	Lunenburg, N.S ..	"	11	4 00	Kelley & Glassey..	" . ..	"	" ..	"	" ..	
276	Miss S. Keiver ..	Springhill, N S....	"	11	6 00	D. W. Morse.. ..	Oxford, N.S....	"	" ..	"	" ..	
277	Mrs. E. Grand....	Ottawa, Ont ...	"	12	5 00	E. Grand.....	Montreal, Que..	"	" ..	"	" .	
278	rnest R. White..	Brockville, Ont..	"	12	1 00	*The Citizen* Ptg. Co	Ottawa, Ont...	"	" .	"	" .	
279	A. Faden	Hazel Hill, N S...	"	13	10 00	Kelley & Glassey..	Halifax, N.S....	"	" ..	"	" ..	
280	Geo. Newcombe..	Ship Harbour, N.S.	"	13	6 00	C. A. Norton & Co	" ...	"	" ..	"	" ..	
281	H. J. Bradford..	Rainy River, Ont..	"	13	1 45	Gordon Mitchell Drug Co.	Winnipeg, Man.	"	" ..	"	" ..	1
282	Mrs. Tilly.... ...	Victoria, B.C.....	"	13	10 00	Mrs. Wimberley..	Alberni, B.C....	"	" ..	"	" ..	
283	Mrs. Wm. Martyn	Crookston, Ont. .	"	14	1 00	*Journal* Ptg. Co...	Ottawa, Ont....	"	" ..	"	" ..	
284	I. K. Yerex.....	London, Ont.....	"	15	2 00	Mrs. Ruth Yerex..	Windsor, Ont...	"	" ..	"	" ..	
285	Mrs E. C. David.	London, Ont	"	15	1 04	Can. Fancy Apron Co.	Toronto, Ont...	"	" .	"	" ..	
286	C. E. Hewitt. ..	McAdam Junction	"	15	8 00	Miss V. M. Hewitt	Pictou, N.S.....	"	" ..	"	" ..	
287	Mrs. Kate Young.	Toronto, Ont	"	16	1 02	Dave Young.....	Montreal, Que..	"	" ..	"	" ..	
288	J. B. Terryberry..	Burford, Ont	"	16	7 00	J. C. Terryberry..	Tunnel, Ont....	"	" ..	"	" ..	
289	W. McLeod	Ox. & Pictou Postal Car.	"	16	0 40	Tingley Bros.....	Sackville, N.B..	"	" ..	"	" ..	
290	Jno. S. Dugend...	Ft. William, Ont..	"	17	10 00	Mrs Jno. S. Dugeud	Pt. Edward, Ont.	"	" ..	"	" ..	
291	Rev. D. A. Thomson	Hastings, Ont	"	18	5 00	J. M. Thomson. ..	Smithville, O. ..	"	" ..	"	" ..	
292	Miss E. Sauvé.. .	Ottawa, Ont ..	"	18	5 00	A. Desrochers ...	Montreal, Que..	"	" .	"	" .	
293	Geo. Sparks & Sons	"	"	21	13 00	Sovereign Bank of Canada.	Ottawa, Ont....	"	" ..	"	" ..	
294	Mrs. S. Morin ...	St. Boniface, Man.	"	21	16 00	Jos. Curtog.....	Ste. Anne des Chenes, Man.	"	" ..	This letter is believed to have been appropriated by an assistant in the St. Boniface post office. Value of contents made good by the post-master. See case No. 232.		3
295	Frank Haskey...	Marble Mountain, N.S.	"	22	5 00	Kelley & Glassey..	Halifax, N.S....	"	" ..	No trace owing to want of registration.		
296	J. B. Pilkey	Picton, O....	"	23	5 00	Mrs. J. B. Pilkey.	Hannon, O.....	"	" ..	"	" ..	1
297	W. T. Carter	Mount Whatley ..	"	23	20 00	Tingley Bros.....	Sackville, N.B..	"	" ..	"	" ..	
298	Mr. Wesner	Ottawa..... ...	"	24	5 00	Mrs. Wesner	Montreal. ...	"	" ..	"	" ..	
299	J. J. Lattimer....	Winnipeg.	"	24	10 00	Mrs. J. J. Lattimer	Woodstock, O ..	Stated to have been received without contents.		No evidence to account for alleged discrepancy.		7
300	Joseph Dupas. ..	St. Boniface, M...	"	25	50 00	A. Laperrière....	Silver Plains, M	Stated not to have been received by the person addressed.		See No. 294.....		3
301	Mrs. A. C. McRae.	Davenport, Ont...	"	25	1 32	A. E. Cummings..	Thornbury, O...	Only 32 cents stated to have been received.		Abstraction effected by an assistant in the Davenport post office, against whom it was deemed there was not sufficient evidence to prosecute. Loss made good.		5

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
302	Isaac Delong.....	Bear River, N.S..	Sept. 26	5 00	Kelley & Glassey..	Halifax	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
303	Mrs. A. Clark....	St. Thomas, O....	" 26	10 00	Hugh Cameron ...	Sarnia, O.....	" " ..	" " ..	
304	John A. Hiltz	New Glasgow, N.S	" 27	3 00	Mrs. J. A. Hiltz..	Westmount, Q..	" " ..	" " ..	
305	A. L. Burk.....	Minudie, N.S.. ..	" 27	1 00	Kelley & Glassey .	Halifax.....	" " ..	" " ..	
306	Wesley Colter	Kerfoot, Man.....	" 28	5 00	Mrs. W. Colter...	Wallace Station, N.S.	" " ..	" " ..	
307	W.H.A McDonald	Halifax	" 28	5 00	Miss L. McDonald	Oxford, N.S. ..	" " ..	" " ..	
308	Emma Johnson..	Bridgetown, N.S..	" 29	6 00	Miss K. Cowie....	Sackville, N B.	" " ..	" " ..	
309	,, ...	" ..	" 29	4 00	James Palmer	" ..	" " ..	" " ..	
310	Terese Montague..	Portuguese Cove, N.S.	" 29	2 75	The NotmanStudio	Halifax	" " ..	" " ..	
311	J. A. Langelier..	Ottawa.	" 29	4 00	Jos. Cloutier.....	Quebec.	" " ..	" " ..	
312	Mrs. B. Cadman.	Haileybury, O....	" 29	5 00	T Eaton Co.....	Toronto	" " ..	" " ..	
313	John E. Paton ...	Barnet, B.C.....	" 29	15 00	B. C. Collecting and Commission Agency.	Vancouver.....	" " ..	" " ..	
314	Mrs. Dr. Carruff..	Renfrew, O..	" 30	5 00	Mrs. Wm. McCurry	Toronto	" " ..	" " ..	
315	Mrs. Gethin. .	Montreal.	" 30	1 50	Precious Blood Convent.	Ottawa..... ..	" " ..	" " ..	
316	W. Craig..... ...	Ottawa.	" 30	5 00	Mrs. D. Craig	Carleton Place, O	" " ..	" " ..	
317	Mrs. A. Scott	Georgeville, Q....	" —	15 00	John Scott . . .	Winnipeg.....	" " ..	" " ..	
318	Mrs. B. Atkinson.	Westville, N.S ..	In Sept.	0 35	Mrs. Arch. Henderson.	Denmark, N.S..	" " ..	" " ..	1
319	Henry O'Grady...	Depot Harbour.. .	Oct. 1	12 20	Chas. J. O'Grady..	Emmett, Ont. ..	" " ..	" " ..	
320	Fred. Rietz.....	Pembroke, Ont ...	" 1	5 00	Mrs. Chas. Winges	Ottawa East, O.	" " ..	" " ..	
321	H. D. McLean...	Morran, N.S.....	" 1	4 00	Kelly & Glassey ..	Halifax, N.S.. .	" " ..	" " ..	
322	F. D. McCurdy...	Milford St'n, N.S.	" 1	1 50	H. V. Cassidy....	Tatamagouche, N.S.	" " ..	" " ..	
323	Miss Lilly Richardson.	Amherst, N.S . ..	" 2	2 00	T. Eaton Co ...	Toronto, Ont. ..	" " ..	" " ..	

324	Geo. H. Oake...	Toronto, Ont. ...	"	2	2 00	Wm. E. Swain....	"	"	" ..	"	" ..	
325	Mrs. Wilson.....	Montreal, Que....	"	2	2 50	H. W. Macpherson	Lennoxville, Q..	"	" ..	"	" ..	
326	J. Jenkins..	Middleton, N.S....	"	2	1 00	Kelley & Glassey .	Halifax, N.S....	"	" ..	"	" ..	
327	Miss R. Moore....	Blackwater, O....	"	3	5 00	Miss B. Ruan. ..	Toronto, Ont. ..	"	" ..	"	" ..	
328	W. E. Bowden...	Souris, M.....	"	4	10 00	Mrs. W. E. Bowden	Alameda, Sask..	"	" ..	"	" ..	
329	Mrs. J. Crowe....	Springhill, N.S...	"	4	8 00	Mrs. W. McNutt .	Tatamagouche Mountain.	"	" ..	"	" ..	
330	J. T. Chambers...	Wallace Bdge, N.S	"	5	3 00	Mrs. J. T. Chambers	Charlottetown ..	"	" ..	"	" ..	
331	J. W. Chandler...	Halifax, N.S. ...	"	6	2 50	John Quirk.	Bridgetown, N.S	"	" ..	"	" ..	
332	Wm. R. Goodeve..	Ottawa, Ont	"	7	5 00	A. G. Gilbert.....	Ottawa, Ont....	"	" ..	"	" ..	
333	Antoine Plante...	St. John Suburb, Quebec, Q.	"	7	8 00	Olivine Poirier....	Montreal, Que .	"	" ..	"	" .	
334	G. A. Lamirande..	Louiseville, Que ..	"	7	4 53	Auer Light Co....	" ..	"	"	"	" ..	
335	Mme. A. Renaud.	Ville Marie, Que..	"	7	1 00	Mme. T. Gosselin.	" ..	"	" ..	"	" ..	
336	Sophie S. Joudrey.	Mahone Bay, N.S.	"	9	6 00	Alex. Keith & Son.	Halifax, N.S....	"	" ..	"	" ..	
337	Empire Medicine Co.	London, Ont.. ..	"	9	0 25	Govt. Pt'g. Bureau	Ottawa, Ont....	"	" ..	"	" ..	
338	Thos. Stevens.....	Davenport, Ont...	"	9	3 00	A. Welch & Son..	Toronto, Ont. ..	Stated to have been received without money contents.	See No. 301, Class B..			5
339	Miss G. Buchan ..	C. P. R. Windsor Stn., Montreal, Q.	"	9	2 00	George Buchan ...	L'Orignal, Ont..	Stated not to have been received by the person addressed.	No trace owing to want of registration			1
340	Mrs. Lindsay. ..	Toronto, Ont.....	"	9	3 10	F. E. French.....	Oshawa, Ont....	"	" ..	"	" ..	
341	Mrs. J. H. O'Shea.	Peterboro', Ont..	"	10	2 00	Miss L. Bennett..	Montreal, Que..	"	" ..	"	" ..	
342	Colin Cameron....	Guelph, O.... ...	"	11	13 00	Wm. Russell . ..	Norval, Ont	Only $1 stated to have been received.	No evidence to account for the alleged discrepancy.			7
343	H. Page.....	Halifax. N.S.....	"	11	6 00	Mrs. Harris	Toronto, Ont....	Stated not to have been received by the person addressed.	No trace owing to want of registration			1
344	Louis Vedan.....	Chilcoten, B.C....	"	12	1 00	F. Jones..... ...	Clinton, B.C....	"	" ..	See Nos. 66, 67 and 68, Class A.....		4
345	Rev. W. A. Strongman.	Simcoe, Ont.....	"	12	2 00	T. Eaton Co	Toronto, Ont....	"	" ..	No trace owing to want of registration		
346	L. A. Beaubien....	Lac Weedon, Que.	"	12	5 00	Mme. L. A. Beaubien.	Windsor Mills, Q	"	" ..	"	" ..	
347	H. Lamoutagne & Co.	Montreal, Que...	"	12	2 00	Rev. Sister Emelie du Sacré Cœur.	Montreal, Que..	"	" ..	"	" ..	
348	Mrs. Wm. Brooks.	Toronto, Ont	"	12	3 00	Wm. Brooks.....	Hamilton, Ont..	"	" ..	"	" ..	
349	G. O. Arnold.	Centreville Stn., N.S.	"	12	3 00	Kelley & Glassey..	Halifax, N.S....	"	" ..	"	" ..	
350	John Bremner....	Three Rivers, Que.	"	13	20 00	Mrs. Jno. Bremner	Montreal, Que..	"	" ..	"	" ..	
351	Almenzar Hervieux.	St. Sauveur de Quebec, Que.	"	13	18 00	Eugène Deyez....	Villeray, Que...	"	" ..	"	" ..	
352	Mrs. J. W. Langille	Denmark, N.S.. .	"	13	2 00	H. A. Langille..	Truro, N.S.....	"	" ..	"	" ..	1
353	Miss Vera Crowe..	Toronto, Ont.....	"	14	2 00	Miss Annie Crowe	Achill, Ont.....	"	" ..	"	" ..	
354	T. D. Spark	Ottawa, Ont	"	14	2 00	John Humphrey..	Waltham, Que..	"	" .	"	" ..	
355	J. D. McDonald..	Westville, N.S....	"	14	7 50	Kelley & Glassey .	Halifax, N.S....	"	" .	"	" ..	
356	John Quirk. .. .	Bridgetown, N.S..	"	14	3 20	" ..	" ..	"	" ..	"	" ..	
357	M. Hunter.....	River Hebert Bend, N.S.	"	14	10 00	Mrs. C. W. Hunter	Athol, N.S	"	.	"	" ..	

APPENDIX H—*Continued.*

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Results of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
358	Alphonse Delisle .	Rivière Blanche, Q	Oct. 14	13 00	Frost & Wood.. .	Quebec.....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
359	H. A. McQuarrie..	Sydney, N.S.....	" 14	5 00	Mrs. Wm. Willis .	Wallace Station, N.S.	" " ..	" " ..	
360	Mrs. T. Davis	Daviston, Ont ..	" 15	0 25	Monastery Precious Blood.	Ottawa, Ont....	" " ..	" " ..	
361	Eugéne Ruel.....	Montreal, Que....	" 16	3 00	Pierre Ruel	St. Roch de Quebec.	" " ..	See case No. 153, Class A..	3
362	Maj. Goudreau....	Ste. Louise Stn., Q (on mail car).	" 16	2 00	T. Eaton Co.....	Toronto, Ont....	" " ..	No trace owing to want of registration	1
363	Mrs. Birkett.....	Bedford Park, Ont	" 16	2 00	W. H. Kilby	" ...	" " ..	" " ..	
364	C. E. Read.....	Pugwash Stn., N.S (O. & P. postal car).	" 16	6 60	Kelley & Glassey .	Halifax,.N.S...	" " ..	" " ..	
365	A. R. Wade . .	Pelton, N.S.....	" 16	10 00	Mrs. A. R. Wade.	Bridgetown, N.S	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
366	Geo. Mackie.....	Oshawa, Ont.....	" 17	5 00	Mrs. A. Mackie...	Kingston, Ont..	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
367	Mrs. R. H. Milligan.	Clifford, Ont.....	" 17	11 11	T. Eaton Co.....	Toronto, Ont....	" " ..	" " .	
368	Miss Hartford	London, Ont.....	" 18	2 00	Prof. C.H.McLeod	Montreal, Que..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
369	English Logrophone Co.	Montreal, Que....	" 18	0 50	Mr. Wheeler.....	Sydney, N.S....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
370	H. Watson.....	Vancouver, B.C..	" 18	5 00	Mrs. F. M. Watson	Montreal, Que..	" " ..	" " ..	
371	D. D. Gibbon....	Sundridge, Ont...	" 19	5 60	Miss J. E. Gibbon	Toronto, Ont....	" " ..	" " ..	
372	J. J. Mason	Tangier, N.S.....	" 19	12 00	A. N. McKinley..	Halifax, N S....	" " ..	" " ..	

373	Wm. B. Reid.....	London, Ont.	Oct.	20	6 00	F. Robinson ..	Strathroy, Ont..	" ..	"	" ..	
374	Mrs. C. W. Watson	Kenora, Ont	"	20	10 00	T. Eaton, Co.	Toronto, Ont. ..	" ..	"	"	1
375	E. Gervais & Cie..	Quebec, Que . . .	"	20	6 05	Watson Foster ..	Montreal, Que..	" .	"	"	
376	James Sherriff....	Shoal Lake, Man .	"	21	40 00	Express Agent....	Binscarth, Man.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7
377	J. H. Stevens.....	Truro, N.S. ...	"	21	30 00	A. S. Murphy	Wallace, N.S. .	" ..	"	"	
378	D. Marten.. . . .	Orangedale, Stn., N.S., (Hlfx. Sydney, P.C.)	"	21	1 00	A. C. Bertram....	North Sydney, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration		
379	Royal Bank	Pictou.....	"	21	1 00	J. R. McKenzie ..	Rogers Hill Centre.	" ..	"	"	1
380	Halifax Hotel Co.	Halifax, N.S....	"	22	2 00	*The Journal* Ptg Co	Ottawa, Ont....	" ..	"	"	
381	Mrs G. W. Gifford	London, Ont	"	23	1 00	A. K. Gifford....	London, Ont....	" ..	"	"	
382	Mrs. J. Melvile...	Kingston, Ont...	"	23	1 00	Jerry Melville ...	St. Catharines, Ont.	" ..	"	"	
383	Miss.S. M. Groombridge.	Edy's Mills, Ont..	"	23	3 00	T. Eaton, Co.	Toronto, Ont. .	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.		7
384	J. P. Druhen.....	Mayfield, N.S ...	"	23	3 00	Kelley & Glassey..	Halifax, N.S....	Stated not to have been received by the person addressed.	No trace owing to want of registration		
385	James Fales ...	Wilmot Stn., N. S., (Hlfx. & Yarmouth post car)..	"	23	10 00	" " .	" ...	" ..	"	"	1
386	Wm. White	Hamilton, Ont...	"	24	2 00	Mrs. T. A. White	Guelph, Ont....	" ..	"	"	
387	Pierre Turcotte...	Ste. Famille, Que.	"	24	1 00	*La Presse*..... .	Montreal, Que..	" ..	This letter was posted for registration but is believed to have been forwarded as an ordinary letter. Loss made good by P. M. St. Famille, Q.		3
388	Hugh Byers . ..	Shawenegan Falls, Que., (mail car)..	"	24	5 00	Mrs. E. J. Dunn..	" ..	" ..	No trace owing to want of registration		
389	R. D. Taylor.	St. John, N.B...	"	24	5 00	B. H. Brown ..	" ..	" ..	"	"	
390	W. G. A. Lamb & Co.	Toronto, Ont.....	"	25	1 50	John Dougall & Sons.	" ..	" ..	"	"	1
391	W. Gregory Allen.	Gregory, Ont.....	"	25	5 00	Mrs. H. Gregory Allen.	Eglinton, Ont...	" ..	"	"	
392	Wm. Buff	Winnipeg, Man...	"	25	5 00	Chas. Eddy.....	Montreal, Que..	" ..	"	"	
393	Mrs. N. Hanson..	Fredericton, N.B.	"	25	5 23	T. Eaton Co.....	Toronto, Ont ...	Only 20 cents stated to have been received.	No evidence to account for the alleged discrepancy.		
394	Mrs. Dr. Dakin...	Galt, Ont.....	"	25	4 00	"	" ...	Stated to have been received without money contents.	"	"	7
395	Georgina Filian...	Montreal, Que....	"	26	6 00	Charles Beaudoin.	Beauport, Que..	Stated not to have been received by the person addressed.	No trace owing to want of registration		1
396	F. V. Harrison ...	Stellarton, N.S...	"	26	16 00	H. N. Harrison...	Halifax, N.S. ...	" ..	"	"	
397	Elsie Dauphnee...	Glen Margaret, N.S	"	26	10 00	T. Eaton Co.....	Toronto, Ont ..	" ..	"	"	

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada— *Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
398	Miss A. K. McQuarrie.	Cottonwood, B.C.	Oct. 27	5 00	Thos. Butterfield..	New Westminster, B.C.	Stated not to have been received by the person addressed.	See Nos. 66, 67 & 68, Class A.....	
399	Mrs. R. McLaren.	Stanley, B.C.....	" 27	2 25	Mrs. A. B. Anderson.	Simcoe, Ont..	" " ..	" "	3
400	Miss Kate Brown.	Barkerville, B.C..	" 27	3 00	F. C. Thearmen...	Nanaimo, B.C..	" " ..	" "	
401	Miss Ella Clifford.	" ..	" 27	2 00	The T. Eaton Co..	Winnipeg, Man.	" " ..	" "	
402	Thos. Farley ...	London, Ont	" 28	15 00	National Mfg. Co.	Belleville, Ont..	" " ..	No trace owing to want of registration	1
403	A. M. Boyington..	Kingston, Ont....	" 29	60 00	Miss I. J. Forster.	Montreal, Que..	" " ..	" " ..	
404	Peter J. Cantwell.	Winnipeg, Man...	" 29	5 00	Mrs. D. Cantwell.	Ancaster, Ont..	" " ..	" " ..	
405	P. J. Hanrahan...	Fairmont, N.S. ..	" 29	3 00	Kelley & Glassey.	Halifax, N.S....	" " ..	" " ..	1
406	S. W. Ellis.....	Clarksville, N.S...	" 29	1 50	" " ..	" ...	" " ..	" " ..	
407	J. Vance.....	Great Village.....	" 30	3 00	G. Van Buskirk ..	Pugwash, N.S .	" " ..	" " ..	
408	Howard McKay..	Lockeport, N.S...	" 30	3 00	Kelley & Glassey..	Halifax, N.S....	" " ..	" " ..	
409	Mrs. J. F. Austin.	Toronto, Ont.....	" 30	3 00	Miss H. M. Austin	Kingston, Ont..	" " ..	" " ..	
410	C. E. Juneau.....	Quebec, Que. ..	" 30	2 00	MmeJos. Meunieur	Maissonneuve, Q	" " ..	" " ..	
411	W. J. McLellan .	Owen Sound, Ont.	" 30	2 00	G. H. Nichol. ...	Galt, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
412	A. E. Tanton.....	London, Ont.....	" 31	1 05	Wm. J. Pepper...	London. Ont....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
413	Isaie Levesque...	Grande Baie, Que.	In Oct.	1 63	Nap. Villeneuve ..	Baie St. Paul, Q	" " ..	" " ..	
414	Paul Bélanger ..	St. Jean Port Joli Stn., Que.	"	1 53	E. Giroux	Thetford Mines, Que.	" " ..	" " ..	
415	E. W. Hallimore..	Harmony Mills, NS	Oct. —	0 10	Dominion Supply House.....	Hamilton, Ont .	" " ..	" " ..	
416	John Flemming...	Debert Stn., N.S..	"	1 00	R. H. Cogswell....	Halifax, N.S....	" " ..	" " ..	
417	W. P. Campbell ..	Falconbridge, Ont.	Nov. 1	3 00	*Free Press*.....	London, Ont....	" " ..	" " ..	

418	Alma Bouliane..	Quebec, Que.....	Nov.	1	4 00	Johnny Bouliane..	Murray Bay, Q..	"	"	"	"		
419	B. A. Bent.....	Pictou, N.S.....	"	1	2 00	Mrs. B. A. Bent..	Truro, N.S.....	"	"	"	"		
420	W. J. Treen.....	Head Wallace Bay	"	1	2 25	*News* Pub. Co.....	Toronto	"	"	"	"		
421	Lorne Longthorne.	St. Mary's, Ont..	"	2	7 00	T. Eaton & Co....	Toronto, Ont....	"	"	"	"		
422	Mrs. Whitlock ...	Wiarton, Ont. (Stn)	"	2	2 00	Kathleen Whitlock	Brantford, Ont..	"	"	"	"		1
423	Mme. L. Venne...	Montreal, Que ...	"	2	4 50	Thos. Bronibette..	Lavaltrie, Que..	"	"	"	"		
424	Wm. Chubb	St. John's, Que....	"	2	5 00	Miss Chubb.....	Montreal, Que..	"	"	"	"		
425	Murray Bros.....	Meadowville Stn..	"	2	15 20	Canadian Bank of Commerce.	Truro, N.S.....	"	"	"	"		
426	John Moffatt....	Toronto, Ont ...	"	3	6 0	Mrs. Jno. Moffatt.	London, Ont....	"	"	"	"		
427	Jas. C. Taylor....	"	"	3	15 00	Mrs. J. C. Taylor.	Mono Mills, Ont.	"	"	"	"		
428	Chas. Jacques	Riv. Bois Clair, Q.	"	4	13 00	Alfred Eaves ...	Montreal, Que..	"	"	"	"		
429	A. Summers.....	ClanWilliam, Man.	"	4	2 00	Minister of Agriculture and Immigration.	Winnipeg, Man.	"	"	"	"		
430	Wm. Reid.....	" ..	"	4	2 00	" " ..	" ..	"	"	"	"		
431	E. Cleveland....	Chester, N.S.....	"	4	6 00	C. Kehoe.....	Halifax, N.S. ..	"	"	"	"		
432	J. E. McLennan..	Inverness, N.S .	"	4	10 00	Kelley & Glassey..	"	"	"	"	"		
433	Morley Clark....	Toronto, Ont.	"	5	12 00	Mrs. Morley Clark	Balfour, Ont....	"	"	"	"		
434	Evangeline Gravel	Chateau Richer, Q.	"	6	0 50	Marie Gravel.....	Quebec, Que....	"	"	See case No. 153, Class A.			3
435	Mrs. G. H. Backus	London, Ont.....	"	7	1 00	John Catto & Son.	Toronto, Ont....	"	"	No trace owing to want of registration.			
436	H. F. Lee.....	Consecon, Ont....	"	8	10 00	T. Eaton Co ...	" ...	"	"	"	"		
437	J. E. Ethier....	Waterloo, Que....	"	5	5 00	Dame J. A. Simard	Montreal, Que..	"	"	"	"		1
438	W. B. Snowball. .	Chatham, N.B. ..	"	8	5 00	Master Harry Snowball.	Deer Park, Ont.	"	"	"	"		
439	Wm. Douglass....	Dam Creek, O....	"	8	15 00	Geo. Douglass	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
440	Miss L. E. Mulloy	Vankleek Hill, Ont	"	9	2 00	Miss C. E. Campbell.	Montreal, Que..	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
441	C. Munro.....	Canso, N.S.	"	9	10 00	Kelley & Glassey .	Halifax, N.S....	"	"	"	"		
442	Arthur H. Scott..	Montreal Que...	"	11	0 25	H. E. Scott.	Deer Park, Ont.	"	"	"	"		
443	D. A. Stewart....	London, Ont.....	"	11	4 00	Dr. M. J. Glass...	Poplar Hill, Ont	"	"	"	"		
444	Mrs. F. W. Jubien	Halifax, N.S.....	"	12	4 00	A. F. Jubien.....	Montreal, Que..	"	"	"	"		
445	Narcisse Bertrand.	Nicolet, Que.....	"	12	18 00	Mme. N. Bertrand	Quebec, Que. ..	"	"	"	"		
446	James McShane...	Montreal, Que....	"	12	5 00	Mrs. Sommerville Weir.	Montreal, Que.	"	"	"	"		
448	P. Leveque.....	Grande Ligne, Que	"	13	3 00	John Rollin.	Westmount, Que	"	"	"	"		
448	D. W. Murray....	West Branch, Riv. John.	"	13	3 00	D. R. McKay.....	Trenton, N.S. ..	"	"	"	"		1
449	J. A. Brodeur.....	Montreal, Que....	"	14	0 10	Mme. J. A. Brodeur.	Cornwall, Ont ..	"	"	"	"		
450	Rev. E. E. Phair..	Winnipeg, Man...	"	14	2 00	Rev. J. J. Roy....	Winnipeg, Man.	"	"	"	"		
451	Alex. Delisle.....	Rivière Blanche, Portneuf, Que.	"	14	13 20	Frost & Wood ..	Quebec, Que....	"	"	"	"		
452	Rev. M. Knowles..	Fullerton, Ont....	"	14	4 00	*Free Press*	London, Ont....	"	"	"	"		
453	Mme. Damien....	Montreal, Que...	"	15	4 00	Mme. N. Denis...	Pont Rouge, Que	"	"	"	"		

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
454	Felix Rousseau..	Riv. Bois Clair, Q.	Nov. 15	2 00	Dr. E. D. Morin..	Quebec, Que...	Stated not to have been received by the person addressed.	See case No. 153, Class A.	3
455	Miss B. C. Cox....	Souris East, P.E.I.	" 15	5 00	Miss L. Cox	Dartmouth, N.S.	" " ..	No trace owing to want of registration.	1
456	P. M. Halifax (test letter).	Halifax.	" 17	2 00	Kelley & Glassey..	Halifax...	" " ..	This letter was stolen by an employee of the Halifax post office who subsequently escaped from the country. The money was found on his person.	3
457	Miss Mary Priestland.	Jarvis, Ont.	" 17	8 00	T. Eaton Co.....	Toronto, Ont..	" " ..	No trace owing to want of registration.	
458	Mathilda Lafleur..	Ottawa, Ont . . .	" 17	12 00	Mlle. A. Lafleur..	The Lake, Ont..	" " ..	" " ..	
459	A. McLeod. . . .	Portage la Prairie, Man.	" 17	8 00	H. Cater.....	Brandon, Man..	" " ..	" " ..	
460	Mme. E. Tremblay	Montreal, Que. .	" 18	7 00	Mme. N. Reid....	Windsor Mills,Q	" " ..	" " ..	
461	Mrs. E. F. McKerty.	Gretna, Man.....	" 18	10 00	Mrs. M. Donohue.	Kingston, Ont..	" " ..	" " ..	
462	Jos. Bourque.....	Contrecœur, Que..	" 20	1 00	H. Bourque. . . .	Montreal, Que..	" " ..	" " ..	
463	Mrs. J.R.Thomson	Winnipeg, Man...	" 20	3 00	Miss Annie Paterson.	Toronto, Ont...	" " ..	" " ..	
464	Mrs. J. J. McAllister.	Hamilton, O	" 21	1 00	*Weekly Witness.*	Montreal, Que..	" " ..	" " ..	
465	Onésime Dumas...	St. Anselme, Que.	" 21	2 00	Alexandre Dumas.	" ..	" " ..	" " ..	
466	M. Cameron ...	St. Bazile de Portneuf.	" 21	0 15	The Sisters of Precious Blood.	Ottawa, Ont....	" " ..	" " ..	
467	J. W. Cunningham	Oshawa, Ont.....	" 21	10 00	Miss B. Cunningham.	Kingston, Ont..	" " ..	" " ..	1
468	A. Jardine. . . .	Ottawa, Ont.....	" 21	10 00	Mrs. Mary Jardine	Montreal, Que..	" " ..	" " ..	
469	Frank Sutton.....	Sombra, Ont.. .	" 21	17 50	Bank of Toronto.	Sarnia, Ont.....	" " ..	" " ..	
470	Célamire Normandeau.	Ste. Anne de Bellevue.	" 22	2 20	M. Granger.....	Montreal, Que..	" " ..	" " ..	
471	Geo. Wright.. ...	Toronto, Ont.....	" 22	10 25	Mrs. E. M. Smith.	Sarnia, Ont... .	" " ..	" " ..	
472	Ed. Gabel	Listowel, Ont.....	" 23	15 00	T. Eaton Co.....	Toronto, Ont...	" " ..	" " ..	

473	Augustine Godin..	Ste. Anne de la Pérade, Que.	Nov.	23	1 08	Alvina Godin. ...	Montreal, Que..	"	" ..	"	" ..	
474	James G. Munro.	Welland, Ont. ..	"	24	8 00	Mrs. J. G. Munro.	Woodstock, Ont	"	" ..	"	" ..	
475	Mrs. T. B. Messenger.	Torbrook Mines, N.S.	"	24	5 00	Mrs. M. E. Chesley.	Halifax, N.S....	"	" ..	"	" ..	
476	N. S. Woodworth.	Kentville, N.S ...	"	25	2 00	Abbott Axe Co...	Montreal, Que..	"	" ..	"	" ..	
477	Mrs. R. McGill Hood.	Peterboro', Ont...	"	25	2 00	W. Bradshaw....	Lindsay, Ont...	"	" ..	"	" ..	
478	F. N. Hunt.	Buckingham, Que.	"	27	3 00	Miss E. MacGregor	Westmount, Que	"	" ..	"	" ..	
479	Chas. Chiltson....	Norwich, Ont.....	"	27	12 00	T. Eaton Co.....	Toronto, Ont...	"	" ..	"	" ..	
480	Harry Beal. .. .	Toronto, Ont.....	"	27	5 00	W. H. Tolman....	" ...	"	" ..	"	" ..	
481	Adjutor Mercure..	Montreal, Que...	"	28	0 50	F. Jacques.....	Quebec, Que....	"	" .	"	" ..	
482	Mrs. Mathias Bourque.	St. Charles de Caplan.	"	28	11 25	F. T. Thomas & Co	"	"	" ..	See Case No. 153, Class A.....		3
483	E. S. Webb. . ..	Dundas, Ont.....	"	29	8 00	Mrs. E. S. Webb..	Alvinston, Ont..	Stated not to have been received by the person addressed.		No trace owing to want of registration		
484	Alexine Perron...	Montreal, Que....	"	29	2 50	Vve. A. Perron. ..	Deschambault Stn., Que.	"	" ..	"	" ..	
485	Miss Maggie Cleland.	Aurora, Ont.....	"	30	8 00	T. Eaton Co	Toronto, Ont. .	"	" ..	"	" ..	
486	Mrs. A. G. Edgecombe.	St. John and Montreal Ry. P.O., N. B.	"	30	5 00	Harold Edgecombe	Fredericton, N. B.	"	" ..	"	" ..	1
487	Mrs. Ed. O'Leary.	McKinley, Ont....	"	30	0 25	Sister Mary Immaculate, Monastery Precious Blood.	Ottawa, Ont....	"	" ..	"	" ..	
488	F. W. Cooper.....	Toronto, Ont.	Dec.	1	10 00	Mrs. Cooper.....	Montreal, Que..	"	" ..	"	" ..	
489	Thos. Kidd.....	Seaforth, Ont.....	"	1	3 00	*Catholic Register*...	Toronto, Ont....	"	" ..	"	" ..	
490	James Callendar..	North Gower, Ont.	"	1	1 00	The Ottawa Valley *Journal*.	Ottawa, Ont....	"	" ..	"	" .	
491	W. M. Irvine....	Glen Stewart, Ont.	"	1	1 00	T. Eaton Co., Ltd.	Toronto, Ont....	"	" ..	"	" ..	
492	Laura M. Kennedy	Douglastown, Que.	"	1	0 78	J. E. Livernois ...	Quebec, Que...	"	" ..	See case No. 153, Class A.....		3
493	Ethel Brooks.....	Didsbury, Alta. ..	"	1	150 00	Miss C. Murphy..	Windsor, N.S...	"	" ..	No trace owing to want of registration		1
494	W. Alexander...	Indiantown, N.B . (At St. Lr. box.)	"	2	8 00	W. C. Simpson...	St. John, N.B..	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
495	Arthur Lajeunesse	St. Victor de Tring. Que.	"	2	5 00	Mrs. A. Lajeunesse.	St. Sauveur de Que.	Stated not to have been received by the person addressed.		See case No. 153, Class A.		3
496	E. McCarthy.	Pt. St. Charles, Q.	"	4	3 00	J. Roach.	Montreal, Que..	"	" ..	No trace owing to want of registration		1
497	Felix Pelletier....	Cap Chat, Que....	"	4	3 91	F. T. Thomas Co..	Quebec, Que....	"	" ..	See case No. 153, Class A..... ..		3
498	H. J. Harris.....	Guelph, O...	"	4	5 00	Mrs. Jos. Harris..	St. Catharines, Ont.	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.		7
499	Mrs. C. Ferris....	Smith's Falls, Ont.	"	5	0 25	Dominion Supply House.	Hamilton, Ont..	Stated not to have been received by the person addressed.		No trace owing to want of registration		
500	Joseph Thibodeau.	Winnipeg	"	6	20 00	A. J. Thibodeau..	Dover South, O.	"	" ..	"	" ..	1

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
501	Mrs. Jas. Frame..	Walkerton, Ont...	Dec. 7	6 00	Maggie Frame....	Toronto, Ont....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
502	John Balderstone.	Reaburn, Man ...	" 7	11 00	James Procter....	Oswald, Man. ..	" "	" " " ..	
503	J. B. Lantague...	St. Raphael East, Que.	" 7	12 95	Quebec Preserving Co.	Quebec, Que....	" "	See case No. 153, Class A.....	3
504	J. B. Lantague....	St. Raphael East, Q	" 8	75 00	J. M. Noel.	Quebec, Q	" "	" " " ..	
505	W. J. McMicking.	Deseronto, Ont....	" 9	1 00	Miss Vic. Mc Manus.	Maitland, O....	" "	No trace owing to want of registration	1
506	Alex. Campbell...	St. Octave, Q.....	" 9	5 00	Bella Campbell....	Montreal, Q....	" "	This letter was posted for registration but is believed to have been forwarded as an ordinary letter. Postmaster St. Octave made good contents.	3
507	Richard Wilson...	Toronto	" 10	2 00	Mrs. Lottie Wilson	Creemore, O....	" "	No trace owing to want of registration.	
508	Mrs. M. Grieve...	Alberni, B.C.....	" 10	4 00	The Robt. Simpson Co.	Toronto, O... .	" "	" " " ..	
509	Camille Cormier...	Hull, Q.....	" 11	7 00	Mde. C. Cormier .	St. Hyacinthe, Q.	" "	" " " ..	
510	Mrs. G.N. Thomas	Toronto O.... . .	" 11	3 00	Miss Bella Smith..	Hamilton, O....	" "	" " " ..	
511	Mrs. Rose McDonald.	Bracebridge, O.. .	" 11	1 20	Miss L. Liddard..	Toronto, O.....	" "	" " " ..	
512	Alf. Tattersall....	Sturgeon Falls, O.	" 11	20 00	Mrs. Tattersall....	Hawkesbury, O.	" "	" " " ..	1
513	Miss M. A. Skerry	Ottawa, O.....	" 11	1 00	Sister Mary Immaculate Monastery Precious Blood.	Ottawa, O . . .	" "	" " " ..	
514	Jas. Corner.....	Red Deer, Alta...	" 11	5 00	Mrs. A. Ware.....	Toronto, O	" "	" " " ..	
515	Mrs. Thos. Kelly..	Quebec, Q	" 12	11 00	Alf. G. McKernan	Montreal, Q	" "	" " " ..	
516	Miss May McMorran.	Caledonia, O.....	" 13	7 00	R. M. McMorran..	Ottawa, O.... .	" "	" " " ..	

517	Miss Montgrain...	Ste. Justine de Newt n, Q.	Dec.	13	3 00	Rev. Sr. Marie de Béthenie, Monastery Precious Blood.	Ottawa, O.....	Stated not to have been received by the person addressed.	"	"	"	1
518	Jos. Richard.....	St. Jean de Dieu, Q	"	13	4 00	N. Rioux.....	Quebec, Q	"	"	See case No. 153, Class A.....		3
519	Mlle. Montgrain..	Ste. Justine de Newton, Q.	"	13	3 00	Rev. Sr. M. de Béthenie.	Ottawa, O.. ...	"	"	No trace owing to want of registration.		
520	Mrs. Wm. Marr ..	Winnipeg, Man...	"	14	42 00	Mr. Widmeyer....	Minitouas, Man.	"	"	"	"	
521	A. Tattersall.....	Sturgeon Falls, O.	"	14	20 00	Mrs. Tattersall...	Hawkesbury, O.	"	"	"	"	
522	Mrs. C. T. Kirby.	"	"	15	8 00	Mrs. Jas. D. Joynt	Ottawa, Ont...	"	"	"	"	
523	A. L. Eastmure...	Toronto, O..	"	15	5 00	Mrs. S. E. Eastmure.	Montreal, Q....	"	"	"	"	
524	W. L. Cotton.....	Charlottetown, P. E. I.	"	15	10 00	Miss M. L. Cotton	Windsor, N. S..	"	"	"	"	
525	Mrs. H.M. Wright	Alliston, O.....	"	15	3 00	Ryrie Bros.. ..	Toronto, O	"	"	"	"	
526	Miss H. Bowman.	Ingersoll, O. (on train).	"	18	5 00	Miss Annie Bowman.	Westmount, Q..	"	"	"	"	
527	J. Leslie	Elora, O.....	"	18	8 00	Jno. N. Leslie....	Toronto, O.....	"	"	"	"	
528	Miss N. Skinner..	Kingston, O	"	18	2 00	Rev. W. T. G. Brown.	Ottawa, O	"	"	"	"	
529	Walter Blackwell.	London, O.....	"	18	3 00	Mrs. Thos. Idle...	Clarksburg, O...	"	"	"	"	
530	Mrs. W. H. Richardson.	St. Mary's, O.....	"	18	3 00	Reid Richardson..	Toronto, O.....	"	"	"	"	
531	Miss Kate Philips.	Brantford, O.....	"	19	5 00	Mrs. J. S. Brown.	Montreal, Q ..	"	"	"	"	
532	Jas. Waddell.....	North Toronto, O.	"	19	1 00	J. T. Brown Co...	Toronto, O.....	"	"	"	"	
533	L. S. Rochon.. ..	Montreal, Q.....	"	19	2 00	Mme. Paris.... .	Ottawa, O....	"	"	"	"	
534	Dan. McLeod. ...	Walkerton, O. ...	"	19	5 00	Norman McLeod..	Chesley, O.. .	"	"	"	"	
535	Hugh Mulhern.. .	Parry Sound, O...	"	20	10 00	Mrs. A. Graham..	Toronto, O.....	"	"	"	"	1
536	W. H. Gunn.....	Toronto, O.....	"	20	4 00	The Blizzard Co..	Chatham, O	"	"	"		
537	M. A. Sullivan ...	Casselman, O.....	"	20	5 00	Dr. Jas. Sullivan..	Arnprior, O....	"	"	"	"	
538	John R. Stewart..	London, O.	"	20	7 00	Mrs. W. M. Stewart	London, O.....	"	"	"	"	
539	Mrs. Lee...	Toronto, O.....	"	21	2 00	Mrs. Jno. Allan ..	Huntsville, O...	"	"	"	"	
540	Arthur Anderson..	Vancouver, B.C ..	"	21	2 00	Mrs. Oliver Anderson.	Head St. Peter's Bay, P.E.I.	"	"	"	"	
541	Mrs. M. J. Kehoe..	Brockville, O.....	"	21	1 00	Rev. S. M. du Redemption Monastery Precious Blood.	Ottawa, O.....	"	"	"	"	
542	Miss Carter.	Ottawa, O.. ...	"	21	2 00	Mrs. Peter Burns.	Almonte, O.....	"	"	"	"	
543	Mrs. G. McLeod..	Pictou, N.S	"	21	5 00	Frederick Harding	St. John, N.B..	"	"	"	"	
544	Mrs. Benson .. .	Niagara Falls Centre, O.	"	22	2 00	Mrs. R. P. Beckett	Toronto, O.....	"	"	"	"	
545	Mrs. J. R. McKenzie.	Listowel, O... ...	"	22	1 00	T. Eaton Co.....	"	"	"	"	"	
546	W. H. Hurst	Grand Mère, Q....	"	22	1 00	Thos. Lee	Montreal, Q....	"	"	"	"	
547	Thos. N. Tansey..	Montreal, Q .. .	"	22	10 00	Dr. E. G. Mullaly.	"	"	"	"	"	
548	C. Jones	Winnipeg, M.....	"	22	1 09	Miss G. Jones . ..	Richmond, Q....	"	"	"	"	
549	J. Whitwork.....	Montreal, Q.....	"	22	0 12	Rosa Belisle.....	Rapide de L'Orignal, Q.	"	"	"	"	
550	Mrs. James Condon	Moncton, N.B....	"	23	7 00	Mrs. Robt. Adams	Strathadam, N.B	"	"	"	"	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1905.	$ cts.					
551	May Fysh.....	Thamesville, O....	Dec. 23	0 50	Miss E. Wilson...	Ridgetown, O...	Stated not to have been received by the person addressed.	No trace owing to want of registration	
552	John Tanton. . ..	London, O.....	" 23	10 00	Mrs. A. McCulloch	Point Edward, O	" " ..	" " ..	
553	Duncan McArthur	Woodville, O.....	" 25	1 00	Miss Flora McArthur.	Toronto, O.	" " .	" " ..	
554	Geo. Reilley	Mount Sherwood, O.	" 26	4 00	O. W. Seguin.....	St. Polycarpe, Q.	" " ..	" " ..	1
555	Médard Paquette..	Mile End, Montreal, Q.	" 26	8 00	Dme. Theodule Paquette.	Ottawa, O.... ..	" " ..	" " .	
556	Mrs. Carson.....	Ottawa, Ont.....	" 28	2 00	Mrs. Anna Carson.	Montreal, Que..	" " ..	" " ..	
557	Miss Robinson....	St. Henri de Montreal.	" 28	10 00	R. N. Robinson...	Collingwood, O..	" "	" " ..	
558	Mrs. S. Copland ..	Harriston, Ont ...	" 28	5 00	W. A. Lyon.	Toronto, Ont....	Stated to have been received without contents.	No evidence to account for the alleged discrepency.	7
559	Mrs. Pamondo....	Montreal, Que....	" 29	1 00	Mrs. Alex Payment	Cornwall, Ont..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
560	J. E. Légaré	Montreal, Q.,(C.P. Ry. mail car)...	" 29	4 00	Mme. D. Parent..	St. Roch de Quebec, Que	" "	" "	1
561	Mrs. H. W. Weir.	Montreal, Que....	" 29	3 00	E. Howard..... ..	Pt.St.Charles,Q.	" "	" "	
562	C. S. Langevin...	Carillon, Que	" 29	1 00	Valéri Langevin..	Montreal, Que..	" "	" "	
563	D. C. Davidson...	Lynn, Ont.. . ..	" 29	1 00	John Dougall&Son.	" ..	" "	" "	
564	Mrs. P. Belanger..	St. Jean Port Joli, Q	" end	1 53	M. l'Abbe E Giroux	Thetford Mines. Que.	" "	This letter was posted for registration, but is believed to have been forwarded as an ordinary letter. Postmaster of St. Jean Port Joli made good contents.	3
			1906.						
565	Mrs. Menarey.....	Melita, Man....	Jan. 1	5 00	The T. Eaton Co..	Winnipeg, Man.	" "	No trace owing to want of registration.	
566	Rev. C. R. Quinn.	Mt. Whatley, N.B.	" 1	2 00	Edistón *Post*	Sackville, N.B..	" "	" "	1
567	J. Comrie.....	Carleton Place, O.	" 1	1 00	The *Journal* Printing Co.	Ottawa, Ont....	" "	" "	

568	W. M. Irwin	Hurlbert, Ont	Jan.	3	0 15	T. Eaton Co	Toronto, Ont.	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.	7	
569	Mrs. O. Johnson	Louise Bridge, Man	"	3	6 00	Mrs. Gleiney	Winnipeg, Man.	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
570	Mrs. Livingston	Simcoe, Ont	"	3	5 00	Miss Brandon	Westmount, Que	" "	" "		
571	N. R. Simpson	St. John, Que.	"	3	3 00	Mrs. Thos. T. Earle	"	" "	" "		
572	Wm. C. Ferris	Lorimer Lake, Ont.	"	3	4 00	Rival Herb Co.	Montreal, Que.	" "	" "		
573	Samuel Kitts	Rochefort, Ont.	"	4	1 00	E. H. Smith	Ottawa, Ont.	" "	" "		
574	Mrs. John Green	Landon, Ont.	"	4	10 00	Mrs. Wm. Reid	Westmount, Que	" "	" "		
575	Edward McRae	Hunter's River, P.E.I	"	4	35 00	Bk. of New Bru'ck.	Charlottetown, P.E.I	" "	" "		
576	Mrs. H. M. Watson	Hamilton	"	4	10 00	T. Eaton Co	Toronto, Ont.	" "	" "		
577	Miss Dill	Toronto	"	5	7 00	Mrs. H. Wiggins	Nottawa, O.	" "	" "		
578	Lionel Smith	Parrsborough N.S.	"	7	5 00	Mrs. Lionel Smith	Sackville, N.B.	" "	" "		
	Mrs. S. N. Earle	Charlottetown, P. E.I.	"	7	1 25	Amy Earle	Montreal, Q.	" "	" "		
579	Miss J. Loveday	Peterboro, O.	"	8	2 00	Mrs J. M. Brans-combe.	Bloomfield, O.	" "	" "		
580	Wm. Laidlaw	Durham, O	"	8	2 00	J. A. McDonald	Owen Sound, O.	" "	" "		
581	G. W. Goodard	Alliston, O.	"	8	3 00	Mossie Goddard	Toronto, O.	" "	" "		
582	Sam. Lezine	Ottawa	"	8	4 00	Mrs. E. Cromier	Maniwaki, Q.	" "	" "		
583	Miss E. G. Robert-son.	Montreal, Q	"	8	2 00	Phelan Book Store	Montreal, Q.	" "	" "		
584	Mme. L. Paradis.	Upton, Q	"	10	1 00	Geo. Gagné	"	" "	" "		1
585	Mr. Butcher	Quebec, Q	"	10	3 00	Miss Kate Clarke	"	" "	" "		
586	Burley H. Swift	London, O.	"	11	1 00	Mrs. B. H. Swift	Chatham, O	" "	" "		
587	Preston C. Coates	Toronto, O.	"	11	2 00	P. B. Symes	Ottawa, O	" "	" "		
588	J. Panneton	Long Point	"	12	30 00	Zotique Lemy	St. Sévère, Q.	" "	" "		
589	Pierre Légaré	Quebec, Q.	"	13	2 00	Exilda Légaré	Montreal, Q.	" "	" "		
590	Miss Jean Jeffray	Gore Bay, O.	"	13	2 00	Mrs. W. Harper	Evansville, O.	" "	" "		
591	G. A. Patterson	London, O	"	14	8 67	Cockburn & Rea	Toronto, O.	" "	" "		
592	F. J. Sneyd	Port Hope, O.	"	14	3 00	R. Simpson & Co.	"	" "	" "		
593	Mrs. M. A. H. Smith.	Brandon, M	"	15	10 00	Miss Stella Smith	Winnipeg, M.	" "	" "		
594	Delima Guilmette	Quebec, Q.	"	15	7 00	Pierre Guilmette	St. Damien de Buckland, Q	" "	" "		
595	Mme. Oscar Morel	St. Marcel, Que.	"	15	70	J. G. You	Montreal, Q.	" "	" "		
596	John McGregor	Winnipeg, M	"	15	9 00	Sam. Henderson	Toronto, O.	" "	" "		
597	Miss Emslie	London, O.		16	2 00	Mrs. Emslie	Orangeville, O.	" "	" "		
598	Miss Emma O'Reilly	Toronto, O.	"	16	2 00	C. H. Wegnert	Montreal, Q.	" "	" "		
599	V. Connolly	Montreal, Q.	"	17	10 00	Gibson Bros.	Danville, Q.	" "	" "		
600	Miss Bella McGillis	"	"	17	2 00	Mrs. R. McDonald	Alexandria	" "	" "		
601	Mrs. Nicholson	"	"	17	8 00	Franklin Clow	Kingston, O.	" "	" "		
602	Wesley Piercy	Denman Island Wharf, B.C.	"	18	53 00	Victoria Lumber Company	Chemianus, B.C.	Only $3 stated to have been received	No evidence to account for the alleged discrepancy.	7	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
603	Mrs. Jno. Gooson	Manotick, O.....	Jan. 19	3 00	Mrs. Jos. Purcell..	Ottawa, O.	Stated not to have been received by the person addressed...	No trace owing to want of registration.	
604	Jas. Benningham..	Kinmount, O.. . .	" 19	20 00	Dr. A. T. Sranden	Montreal, Q....	" " ..	" " ..	
605	H. P. Beck.	St. Thomas, O. .	" 20	4 00	Mrs. H. P. Beck..	"	" " ..	" " ..	1
606	Mrs. A. W. Embury	Napanee, O... .	" 21	2 00	Mrs. H. L. Vandervoort	"	" " ..	" " ..	
607	Mrs. John O'Regan	Oshawa, O... .	" 21	2 00	T. Eaton Co.....	Toronto, O.....	" " ..	" " ..	
608	Mrs. A. G. Jones..	Ottawa, O.....	" 22	5 00	Mrs. D. S. Ostrander..... ...	Trenton, O.	Stated to have been received without contents.....	No evidence to account for the alleged discrepancy.	7
609	G. M. Pepin.....	St. Jean, Q.	" 22	1 50	*Le Messager Canadien*	Montreal, Q....	Stated not to have been received by the person addressed...	No trace owing to want of registration.	
610	M. P. Hogan.....	Charlottetown, P.E.I.... . ..	" 33	5 00	M. A. McLaughlin	"	" " ..	" " ..	
611	John Greenwood..	Toronto, O.	" 23	2 00	Mrs. McConachie.	Toronto, O.	" " ..	" " ..	
612	Mrs. Donahue ...	"	" 23	7 92	W. H. Pogue, ...	Little Britain, O	" " .	" " ..	
613	Eugene Hunter....	Ragged Rapids, O.	" 23	3 00	Henry Braidberg..	Toronto, O.	" " ..	" " ..	
614	Jos. T. Gagnon ...	Ottawa. Ont.....	" 24	50 00	Le Banque Nationale.	Ottawa, Ont ...	" " ..	" " ..	
615	Ferdinand Dagenais.	Montreal. Que ..	" 24	2 15	Alfred Beaudin...	Montreal, Que.	" " ..	" " ..	
616	Mrs. H. A. Gallagher.	Grand Falls, N.B.	" 24	1 00	Miss M. R. Fleming.	Tilley, N.B...	" " .	" " ..	
617	R. F. McKee. ...	Richmond, Que..	" 25	2 00	Mrs. R. F. McKee	Montreal, Que..	" " ..	" " ..	
618	W. H. Matthews .	Carleton Place, O.	" 26	10 18	Miss Nellie Matthews.	Ottawa, Ont....	" " .	" " ..	
619	Blanche Bessette..	Viliage Richelieu, Que.	" 26	2 00	Raoul Bessette....	Montreal, Que..	" ..	" " ..	1

626	W. Potts	Hintonburg, Ont.	"	27	5 00	W. Lucas	Winnipeg, Man.	"	"	"	"	"	"	
621	Alfred Wallwin	Barrie, Ont.	"	27	10 00	The National Mfg. Co.	Pembroke, Ont.	"	"	"	"	"	"	
622	Miss E. I. Roach	New Liskeard, O.	"	27	2 31	Miss Marie King	Hamilton, Ont.	"	"	"	"	"	"	
623	Harry Langhorne	Haileybury, Ont.	"	27	10 00	Mrs. Henry Langhorne	"	"	"	"	"	"	"	
624	Ezra Summers	Winchester, Ont.	"	27	35 00	G. F. Summers	Toronto, Ont.	"	"	"	"	"	"	
625	Lionel Smith	Parrsborough, N.S.	"	28	5 00	Mrs. Lionel Smith	Sackville, N.B.	"	"	"	"	"	"	
626	John H. Carriers	Bobcaygeon, Ont.	"	28	5 00	W. H. McClement	Toronto Junction	"	"	"	"	"	"	
627	Richard J. Flynn	Montreal, Que.	"	29	10 00	Clem. Holland	Acton Vale, Que.	"	"	"	"	"	"	
628	J. K. Prescott	Sussex, N.B.	"	29	10 00	Mrs. G. K. Prescott	Walton, N.S.	"	"	"	"	"	"	
629	Miss M. Acker	Toronto	"	29	4 00	Mrs. C. Acker	Trenton, Ont.	"	"	"	"	"	"	
630	Miss Cath. Roche	Prescott, Ont.	"	30	1 00	Monastery Precious Blood.	Ottawa, Ont.	"	"	"	"	"	"	
631	John Nelson	Montreal, Que.	"	30	0 25	Mme. Bonn.	Quebec, Que.	"	"	"	"	"	"	
632	Madame Palmer	Sherbrooke, Que.	"	30	2 00	Miss Hart	Montreal, Que.	"	"	"	"	"	"	
633	Mme. Louis Brazeau.	St. Geneviève, Que.	"	31	2 00	Mme. Camille Lauzon.	Hawkesbury, O.	"	"	"	"	"	"	
634	Mrs. L. Potvin	The Brook, Ont.	In Jan.		1 00	The Precious Blood Convent.	Ottawa, Ont.	"	"	"	"	"	"	
635	John R. Canning	Strathroy, O.	Feb.	1	23 00	Mrs. J. R. Canning	Bowmanville, O.	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.				7
636	J. B. Giroux	Quebec, Q.	"	1	2 00	Léonidas Giroux	Montreal, Q.	Stated not to have been received by the person addressed.		No trace owing to want of registration.				
637	W. A. Harsart	Toronto	"	1	2 00	Mrs. W. A. Harsant	"	"	"	"	"	"	"	
638	A. N. McIntyre	Renfrew, O.	"	1	1 00	*The Journal* Co.	Ottawa	"	"	"	"	"	"	
639	Wm. Ashfield	Morewood, O.	About Feb.	1	1 00	"	"	"	"	"	"	"	"	
640	Alfred Lacasse	Quebec, Q	"	2	5 00	Henri Lacasse	St. Augustin Portneuf, Q.	"	"	"	"	"	"	
641	Mrs. W. H. Kennedy.	Ottawa, O	"	2	1 00	Ottawa Electric Light Co.	Ottawa, O.	"	"	"	"	"	"	
642	W. J. Fraser	Bonaventure stn., Q. (letter box.)	"	2	3 00	Dom. Loan Bank Co.	Montreal, Q.	"	"	"	"	"	"	
643	Mde. J. B. Giroux	Mastai, Q.	"	2	2 00	L. Giroux	"	"	"	"	"	"	"	
644	Mrs. McDonald	Toronto, O.	"	2	3 00	J. Macdonald	"	"	"	"	"	"	"	
645	*The Family Herald and Weekly Star*	Montreal, Q.	"	3	0 75	K. D. MacLeod	Vanklcek Hill, O.	"	"	"	"	"	"	
646	G. J. Strothers	Roblin, M.	"	3	1 70	Thos. Ryan & Co	Winnipeg, M.	"	"	"	"	"	"	
647	G. J. Struthers	"	"	3	4 70	R. A. Rodgers & Co.	"	"	"	"	"	"	"	1
648	Mrs. A. Synott	Montreal, Q	"	5	2 00	Monastery Precious Blood.	Ottawa, O.	"	"	"	"	"	"	
649	Jos. Vigeault	Rockland, O.	"	5	1 25	W. L. Chipchase	Montreal, Q.	"	"	"	"	"	"	
650	Odilon Laurendean	Montreal, Q.	"	5	1 00	J. Bte. Laurendean	"	"	"	"	"	"	"	
651	W. M. Ogilvie	Ottawa, O.	"	6	5 09	Miss Mary L. Galbraith.	"	"	"	"	"	"	"	
652	Mde. A. Beauregard.	L'Assomption, Q.	"	6	1 00	A. Beauregard	"	"	"	"	"	"	"	

APPENDIX H—*Continued*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
653	David Sirett	Hamilton..	Feb. 6	5 00	Geo. Sirett.....	Trenton, O. ..	Statad not to have been received by the person addressed.	No trace owing to want of registration.	
654	A. B. McCabe....	Oshawa, O.....	" 7	1 50	Mrs. L. McCabe ..	Napanee, O....	" " ..	" " ..	
655	Mrs. J. George ...	Eganville, O. ...	" 8	2 00	J. George.....	Ottawa, O.....	" " ..	" " ..	
656	Lucie McGraii ...	Montreal. Q	" 8	2 25	Réné McGrasl ..	Quebec, Q	" " ..	" " ..	
657	N. G. Harvey... .	Hamilton, O	" 8	5 35	R. C. Harris	London, O.....	" " ..	" " ..	
658	Jno. E. Brown....	Alma, O.....	" 8	6 60	Ingersoll Packing Co.	Ingersoll, O.....	" " ..	" " ..	
659	Mrs. McGrail.....	Montreal, Q.....	" 8	0 50	Réné McGrail....	Quebec, Q ...	" " ..	" " ..	
660	A. R. McAdam...	Merigonish, N.S..	" 8	12 00	J. R. Moore.. ..	Picton, N.S.. ..	" " ..	" " ..	1
661	Mrs. H. Sharp....	Tillsonburg, Ont..	" 9	7 00	Mrs. R. G. Tiffany	Toronto, Ont ...	" " ..	" " ..	
662	Arthur Dupont...	Quebec, Que.....	" 9	3 00	Jos. Dupont.....	Montreal, Que..	" " ..	" " ..	
663	Mrs. Ralph Steeves	Moncton, N.B....	" 9	5 00	Simeon A. Steeves.	Sackville, N.B..	" " ..	" " ..	
664	Rev. B. Allard....	Chateauguay, Que.	" 9	3 00	M. J. D. Chevrier,	Montreal, Que..	" " ..	" " ..	
665	J. E. Henderson..	Wallace Bridge Stn., N.S., (postal car).	" 9	2 50	E. DeMingo.....	Pugwash, N.S..	" " ..	" " ..	
666	Geo. Granger.....	London, Ont	" 10	6 00	C. R. Granger....	Hamilton, Ont..	" " ..	" " ..	
667	Dom. Concrete Co.	Kemptville, Ont..	" 10	2 00	Provincial Sec'tary	Toronto, Ont ...	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.	7
668	Mrs. McDona . ..	Shcrbrooke, Que..	" 13	1 00	Mrs. H. Clayton..	Montreal, Que..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
669	Miss McCormack..	Sydney, N.S.....	" 14	9 00	Jos. McCormack..	French Road, N.S.	" " ..	" " ..	1
670	Mrs. John Kent..	New Ottawa, Sask.	" 14	2 00	T. Eaton Co.....	Winnipeg..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

671	Mrs. Price	Duncan's Station, B.C., (on train).	Feby. 15	0 50	Hy. Young & Co..	Victoria, B.C...	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
672	Jos. Laurent.....	Three Rivers, Que.	" 15	2 05	Mme. O. Laurent..	Montreal, Que..	" " ..	" " ..		
673	Miss Annie Anglin	McIntosh Mills, O.	" 16	2 00	R. Wright & Co...	Brockville, O...	" " ..	" " ..		
674	J. C. McKeggie & Co.	Toronto	" 17	2 00	C. E. Dewey.....	Toronto	" " ..	" " ..		1
675	Miss Grace Turner	London	" 17	15 00	Mrs. J. E. Turner.	Cuthbert, O....	" " ..	" " ..		
676	Arthur Coles.....	Toronto, Ont	" 18	5 00	Mrs. Arthur Coles.	Carleton Place, Ont.	" " ..	" " ..		
677	John Ligget	Ormstown, Que....	" 18	1 00	Thos. Ligget.....	Montreal, Que..	" " ..	" " ..		
678	Miss Edith Bent..	Ottawa, Ont.....	" 19	3 00	L. Bent.....	Pembroke, Ont.	" " ..	" " ..		
679	Wilfrid Roy	Sayabec, Que.....	" 19	11 08	P. G. Bussiere....	Quebec, Que. ..	" " ..	See case 153, Class A.....		3
680	Cyrus W. Slemon	Toronto	" 19	2 00	F. Patte	Oshawa	" " ..	No trace owing to want of registration.		
681	Ernest Watson....	Brantford	" 19	10 00	Dr. Chapin..	Canesville, O...	" " ..	" " ..		
682	Mrs. D. D. McLean	Fernhill, Ont....	" 20	5 25	Miss A. Higman..	London, Ont....	" " ..	" " ..		1
683	Homer Dostaler...	Berthier (en haut) Que.	" 20	16 50	Onésime Demers..	St. Thomas de Joliette, Que.	" " ..	" " ..		
684	T. Eaton Co ...	Winnipeg, Man...	" 20	1 80	P. A. McBean	Greenway, M...	" " ..	" " ..		
685	Rev. O. Martin....	Mount Carmel, Que.	" 21	4 00	Secrétaire Archevéché.	Quebec, Que....	" " ..	See case 153. Class A...		
686	Rev. Alfred Pagnet	Ste. Henedine, Que.	" 21	22 00	L. Lindsay.....	Quebec, Que ...	" " ..	" "		3
687	P. F. Lacroix.. ..	Bureau du Moulin, Que.	" 23	10 00	Alfred Lacroix....	St. Sauv. de Quebec, Que.	" " ..	" "		
688	Mrs. Jas. McOuat.	Brownsburg, Que..	" 23	2 00	Stewart McOuat..	Montreal, Que..	" " ..	No trace owing to want of registration.		
689	Mrs. Flynn.....	Toronto	" 23	1 25	Mr. Stedham.....	Oshawa, Ont....	" " ..	" " ..		
690	P. W. Maskell....	West Jeddore, N.S.	" 23	1 25	T. Eaton Co.....	Toronto, Ont...	" " ..	" " ..		
691	Mrs. Jas. L. Brown	Collingwood, O...	" 23	2 00	Miss F. Lavery...	"	" " ..	" " ..		
692	Mabel Walton	Exeter, O.....	" 23	3 00	T. Eaton Co.....	"	" " ..	" " ..		
693	Mrs. Geo. McSweeny.	Moncton, N.B....	" 24	3 00	John L. McSweeny	Sackville, N.B..	" " ..	" " .		
694	D. W. Crowley....	North Bay, Ont...	" 24	10 00	Mrs. John Crowley	Brockville, Ont..	" " ..	" " ..		
695	Herbert Gibson...	Toronto, Ont	" 25	10 00	Mrs. Herb. Gibson	Montreal, Que..	" " ..	" " ..		
696	Miss Marshall	"	" 25	3 00	Miss Ida E. Bate .	Scotch Block, O.	" " ..	" " ..		
697	Mme. Pierre Simard.	Grand-Mère, Que.	" 26	5 00	C. W. Lindsay....	Montreal, Que..	" " ..	" " ..		1
698	F. R. Blackburn..	Swift Current, N. W.T.	" 26	15 00	Mrs. Violet Blackburn.	" ..	" " ..	" " ..		
699	Madame Long....	Montreal, Que ..	" 26	1 50	Aurele Lamontagne.	" ..	" " ..	" " ..		
700	Mlle. Louise Martel	Bordeaux, Que....	" 26	1 00	Godias Lessard ...	" ..	" " ..	" " ..		
701	Albert Wyatt.....	Toronto, Ont.	" 26	2 00	Mrs. Wyatt	Port Perry, Ont.	" " ..	" " ..		
702	W. H. Fair.....	Belleville & Madoc Ry. P.O.	" 26	1 40	W. H. Gross.....	Lindsay, Ont....	Stated to have been received without contents.	No evidence to account for the alleged discrepency.		1
703	James T. Stott....	Ladysmith, B.C ..	" 27	17 00	Mrs. Stott..	Victoria, B.C...	Stated not to have been received by the person addressed.	No trace owing to want of registration		1

APPENDIX H—*Continued.*

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
704	Mrs. G. E. Whiten	Kenora, Ont.....	Feb. 27	6 00	Mrs. John Whiten	Toronto, Ont.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
705	Mrs. W. J. Smith.	St. John, N.B....	" 28	2 00	Stanley M. Smith.	Sackville. N.B..	" " ..	" " ..	
706	Joseph Bruyère...	Montreal, Que...	" 28	3 00	Annie Bruyère....	Prescott, Ont...	" " ..	" " ..	
707	Joseph Normand..	Gentilly, Que.	Mar. 1	5 00	Louis Jasmin....	Montreal, Que..	" " ..	" " ..	
708	Mrs. C. A. Harrison	Moulinette, Ont ..	" 1	1 10	The W. R. Brock Co.	" ..	" " ..	" " ..	
709	Mrs. J. A. Scott..	Melbourne, Que...	" 1	3 00	L. S. Channell....	Sherbrooke, Que.	" " ..	" " ..	
710	Miss Eva Mingay.	Toronto, Ont.....	" 2	4 00	Mrs. G.W. Mingay	Montreal, Que..	" " ..	" " ..	
711	Edw. Travers.....	" ..	" 2	6 00	Mrs. M. Miller....	Arthur, Ont....	" " ..	" " ..	
712	Hedley Hallet ...	Letter Box, Buctouche & Moncton Ry., N.B.	" 5	2 00	Mrs. H. Hallet....	Sackville, N.B..	" " ..	" " ..	
713	Miss A. K. Stafford	Stafford, O.... ...	" 5	0 50	The Fruitatives Ltd.	Ottawa.....	" " ..	" " ..	
714	Mrs. M. Hanbury.	Brandon, M....	" 5	1 00	L. Hanbury.....	Port Hope, O...	" " ..	" " ..	
715	Alex. Barnet.....	Pembroke, O.....	" 6	1 50	Mrs. Alex. Barnet.	Ottawa.....	" " ..	" " ..	
716	Miss M. Courtney.	Perth, O.....	" 7	5 00	Mrs. D. Morris....	"	" " ..	" " ..	
717	Mrs. Wm. Wilson.	Lebanon, O.... ...	" 7	1 00	McClary Mfg. Co.	London, O.....	" " ..	" " ..	1
718	F. W. Dobbs.....	Kingston, O	" 8	1 00	C. T. W. Ferris..	Smith's Falls, O.	" " ..	" " ..	
719	C. H. Burn.. ..	Ottawa.	" 8	0 50	Miss Alice Stovin.	Toronto.....	" " ..	" " ..	
720	Mrs. H. H. Badden	St. Jérôme, Q....	" 9	3 00	Mrs. Thos. Corbett	Montreal.....	" " ..	" " ..	
721	J. Torson...	Gravenhurst, O....	" 10	8 00	Mrs. J. Thorson...	Toronto	" " ..	" " ..	
722	Mrs. E. Geddes...	Winnipeg.....	" 11	4 00	Mrs. G. B. Gordon	Gilbert Plains, M	" " ..	" " ..	
723	J. W. McHale....	South Oshawa....	" 12	2 00	Mrs. John McHale	Lakeport, O...	" " ..	" " ..	
724	Dodge Mfg. Co. ..	Toronto.....	" 12	1 00	Asst Sec. P.O. Dp.	Ottawa..... .	" " ..	" " ..	
725	Mrs. A. J. Young.	Maxville, O.	" 12	0 50	Fruitatives Ltd...	"	" " ..	" " ..	
726	Mrs. Meinkie.....	Montreal	" 13	2 00	Miss Boleman	Montreal.....	" " ..	" " ..	
727	Mrs. Hanbury.. ..	Vancouver.. .	" 13	1 00	L. Hanbury	Port Hope.....	" " ..	" " ..	
728	Wesley Blight....	South Oshawa....	" 14	9 00	Thos. Feeney.	Toronto.....	" " ..	" " ..	
729	Mrs. Thos. Ryan..	Montreal.....	" 15	1 00	Miss T. O. Dowd.	Quebec... . .	" " ..	" " ..	

730	Frank Gamey	Coléman, Alta	Mar.	15	5 00	H. Lyons	Blairmore, Alta.	"	"	"	
731	C. E. Spurr	Halifax & Yarmouth Ry. Co	"	17	5 15	Central Telephone Office	Annapolis N.S.	"	"	"	
732	J. R. Winpenny	Winnipeg	"	17	10 05	C. C. Rhodes	Nelson, B. C	"	"	"	
733	John F. Stephenson	Mara, B. C	"	19	0 50	Nelson Drug & Seed Co	Vancouver	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7
734	Miss Amy Ashall	Toronto	"	19	5 00	Dr. McKenzie	Toronto	"	"	"	
735	Philibert Boileau	Maisonneuve, Que.	"	20	5 00	Mme. Philibert Boileau	St. Hyacinthe, Que	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
736	Bazile Decoste	Rigaud, Que	"	21	4 00	Max. Genser	Montreal, Que	"	"	"	
737	Mrs. F. W. Otton	Barrie, O	"	21	2 00	Miss E. Packard	Port Hope	"	"	"	
738	P. Scolleck	London, O	"	21	2 00	F. J. Parker	Windsor, O	"	"	"	
739	Anstin Bothwell	Perth, Ont	"	22	1 00	Miss Christabel Bothwell	Westmount, Que.	"	"	"	1
740	R. E. Holt	Toronto	"	22	7 00	Angus McArthur	Stayner, O	"	"	"	
741	Jas. Kittel	Linwood	"	22	2 20	Rettenger & Motz	Berlin, O	"	"	"	
742	Wm. Burke	Halifax	"	23	8 00	Mrs. Walters	Stellarton, N. S.	"	"	"	
743	Proudfoot, Duncan Grant & Skeans	Toronto	"	23	3 00	O. M. Ross	Toronto	"	"	"	
744	Geo. Shepherd	Strathroy, O	"	23	30 00	Wm. Rennie & Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7
745	Moise Raymond	Montreal, Q. (Bonaventure Stn.)	"	24	3 10	Mme. Louis Paré	Grandby, Q	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
746	A. M. Ellicott	Sherbrooke, Q	"	26	2 00	Mrs. A. M. Ellicott	Maisonneuve, Q.	"	"	"	
747	L. S. Steel	Montreal, Q	"	26	1 00	Mme. Poifon	Montreal, Q	"	"	"	
748	W. Rutherford	Winnipeg, M.	"	26	3 00	H. B. Donovan	Toronto, O	"	"	"	
749	Mrs. V. Alf. Mabe	Corner of the Beach, Q.	"	26	2 50	Bank of Toronto	Gaspe, Q.	"	"	"	
750	Miss J. Ross	Ottawa	"	27	7 50	Mrs. C. B. Allan	Ottawa	"	"	"	
751	Thos. Arcouette	Roxton Falls, Q	"	27	1 00	*Le Canada*	Montreal, Q	"	"	"	1
752	Hugh W. Hood	Moncton, N.B.	"	28	5 00	Mrs. H. W. Hood	Westmount, Q	"	"	"	
753	Mrs. N. Guillott	Pointe Gatineau, Q	"	28	0 55	Monastery of Precious Blood.	Ottawa	"	"	"	
754	Mrs. Urquhart	Port Haney, B.C.	"	28	20 00	Mrs. John Urquhart.	Cariboo River, N.S.	"	"	"	
755	Coté Bros. & Burritt.	Montreal, Q	"	29	10 00	M. Coté	Quebec, Q	"	"	"	
756	Miss E. Robinson	Guelph, Ont	"	29	5 00	H. J. S. Rigby	Toronto	"	"	"	
757	N. Cote	Montreal, Q	"	29	10 00	M. Coté	Quebec	"	"	"	
758	J. Reeves	Eganville, O	"	29	3 00	Mrs. P. S. Wright	Pembroke, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.		7

APPENDIX H.—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1906, of abstration from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
759	Mrs. Holt.....	Toronto, Ont. ..	Mar. 30	10 00	J. C. Holt.... ...	Montreal, Q ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
760	Mme. J. Lafleur..	Quebec, Q.....	" 31	0 35	Mme. M. Auclair.	" ..	" "	" " ..	
761	C. G. Hollwel	Walkerville, O....	" 31	4 00	T. Eaton Co . .	Toronto	" "	" " ..	
762	Mme. L. S. Paré..	Mont. & Waterloo Ry. P.O.	EndMar	3 25	Mme. Louis Paré.	Granby, Q.....	" "	" " ..	
763	Jos. Bessette . ..	Drummondville, Q.	April 1	1 00	*Le Canada*.	Montreal.....	" "	" " ..	
764	Arthur Plante....	Rawdon, Que.	" 1	1 00	*Le Canada*.	"	" "	" " ..	
765	Mrs. W. T. Cox ..	London, Ont.....	" 2	8 00	Mrs. C. F. Cox'...	Ottawa.....	" "	" " ..	
766	R. Finchamp.....	Dundas, Ont.....	" 2	2 00	Miss E. Finchamp	Vaudreuil, Q ...	" "	" " ..	
767	Mrs. J. Larocque.	Glen Robertson, O.	" 3	2 00	Rev. L. Aimee de Joseph.	Ottawa..... .	" "	" " ..	
768	John Morrison....	Chambly Canton, Q	" 3	1 00	John Dougall&Son	Montreal.	" "	" " ..	
769	Mrs. D. Evans. ..	Holland, Man	" 4	5 00	Miss L. Peel. ..	Winnipeg	" "	" " ..	1
770	N. R. Laberge....	Chateauguay, Que.	" 5	3 00	*Journal Canada*...	Montreal.	" "	" " ..	
771	W. J. Brown	Charo, Ont.....	" 5	5 00	R. E Powell.....	Ottawa.....	" "	" " ..	
772	Mrs. E. F. Smith.	Ottawa, Ont.....	" 5	2 00	E. F. Smith	Shawville, Q....	" "	" " ..	
773	N. H. White	Hoard's Station, O	" 5	3 00	London Ptg. and Lith. Co.	London, O....	" "	" " ..	
774	Mrs. Ben Grey....	Barrie, Ont.....	" 6	2 00	Mrs. E. J. Murphy	Ottawa.....	" "	" " ..	
775	Mrs. W. J. Andrews	Arnprior, Ont. ...	" 6	1 00	The Fruitatives Ld	"	" "	" " .	
776	John J. Reynolds.	Reynolds, N. S ...	" 6	5 00	*Morning Chronicle.*	Halifax.....	" "	" " ..	
777	John O'Connell...	Lyons Brook, N.S.	" 6	2 00	Mrs. Jno. O'Connell	Bridgeport, N.S.	" "	" " ..	
778	Auguste Charette.	Joliette, Que.....	" 7	3 00	*Le Canada*	Montreal.....	" "	" " ..	
779	Miss E. J. Westcott	Ellershouse, N.S..	" 7	3 39	W. H. Scroggie Ltd.	"	" "	" " ..	
780	L. McNire.....	Toronto, Ont.	" 9	3 00	Mrs. McNire	Hamilton	" "	" " ..	
781	Mrs. E. J. Balin..	Chantry, Ont. ...	" 9	0 50	The Fruitatives Ld	Ottawa.....	" "	" " ..	
782	Captain Wm. McDonald.	Souris East, P.E.I.	" 10	3 00	Huntley McDonald	Charlottetown, P.E.I.	" "	" " ..	

783	G. H. Smith	Port Hood Island, N.S.	April	10	5 00	D. McLaughlin	Montreal	"	"	"	"	
784	H. McBean	Oakville, Ont	"	12	5 00	Fletcher Mfg. Co.	Toronto	"	"	"	"	
785	Mrs. Geo. Dawson	Richmond, Ont.	"	12	0 25	Bryson, Graham & Co.	Ottawa	"	"	"	"	
786	Mme. P. Monette	Ottawa, Ont	"	12	2 00	Mme. C. Poiteau	Montreal	"	"	"	"	
787	Mme. Paul Monette	Ottawa	"	13	2 00	Mme. C. Porton	Montreal, Q.	"	"	"	"	
788	John Free	"	"	13	5 00	Miss K. Free	Toronto	"	"	"	"	
789	Mrs. John Flinn	Cardinal, O.	"	14	15 05	Miss S. Lapier	Montreal	"	"	"	"	
790	Mrs. F. Ouellet	Mattawa, O	"	14	0 05	Precious Blood Convent	Ottawa	"	"	"	"	
791	N. S. Bell	Montreal	"	17	3 00	Miss S. Davidson	Toronto	"	"	"	"	
792	W. Newell	Valleyfield, Q.	"	17	3 00	*Le Canada*	Montreal	"	"	"	"	
793	Mrs. C. M. Docksey	Montreal	"	17	5 00	Percy Docksey	Toronto	"	"	"	"	
794	F. Pitman	Grand View, M.	"	17	3 00	Mr. Malcolm	Dauphin, M	"	"	"	"	
795	Alex. Clark	Toronto	"	17	1 00	Mrs. Alex. Clark	Oshawa, O.	"	"	"	"	
796	H. W. Price	Montreal	"	17	5 00	P. Docksay	Montreal	"	"	"	"	
797	J. L. M. Guindon	Lambton, Q.	"	18	5 35	Joseph Michand	St. Sebastien, Q.	"	"	"	"	
798	Jas. E. Carlton	Sarnia, O	"	19	5 00	Dr. A. P. Chalmers	Oil Springs, O	"	"	"	"	
799	W. C. Heard	Toronto	"	20	5 00	Rebecca Clark	Cranston, O	"	"	"	"	
800	Miss J. Simpson	Douglas, O.	"	21	2 00	Miss S. J. Williams	Ottawa	"	"	"	"	
801	Frank Cocker	Montreal	"	22	8 00	Mrs. Frank Cocker	Ottawa	"	"	"	"	
802	Ernest Thompson	Middle Sackville, N.B	"	22	5 00	Miss P. Thompson	Amherst, N. S.	"	"	"	"	1
803	Capt. Carson	Owen Sound, O.	"	22	3 00	Mrs. Wm. Carson	Collingwood, O.	"	"	"	"	
804	J. B. Reinhart	Mattawa, O.	"	23	10 00	Mrs. J. B. Reinhart	Port Elgin, O.	"	"	"	"	
805	Merchants Bank	Hanover, O.	"	24	0 50	B. Knapp	Mustadt	"	"	"	"	
806	Miss L. Ascah	Peninsula, Gaspe, Q	"	24	1 50	W. H. Scroggie, Ltd	Montreal	"	"	"	"	
807	Mrs. M. E. Caldecott	Montreal	"	24	2 00	Miss McBrine	Toronto	"	"	"	"	
808	Jos. Livingstone	St. Anne de Bellvue, Q.	"	24	5 00	Mrs. Jas. Livingstone	Maisonneuve, Q.	"	"	"	"	
809	Miss A. L. Good	Toronto, Ont.	"	25	5 00	Miss McIntosh	Toronto	"	"	"	"	
810	A. Houliston	Three Rivers, Que.	"	25	3 00	*Le Canada*	Montreel	"	"	"	"	
811	R. Wanless & Co.	Sarnia, Ont.	"	26	5 93	Toronto Silver Co.	Toronto	"	"	"	"	
812	G. V. Forbes	Moncton, N.B.	"	26	1 50	Cadet McQueen	"	"	"	"	"	
813	Miss N. E. Elliott	Winnipeg, Man.	"	26	2 00	Mrs. E. R. Elliott	"	"	"	"	"	
814	W. J. Braman	Three Rivers, Q.	"	27	0 50	Ogilvy	Montreal	"	"	"	"	
815	Mrs. Bland	London, Ont.	"	27	5 00	H. Bland	Toronto	"	"	"	"	
816	C. N. Gibson	Beachville, Ont.	"	27	2 00	Jno. A. Gibson	"	"	"	"	"	
817	F. J. Demers	St. Sophie de Leonard, Que.	"	27	2 00	*Le Canada*	Montreal	"	"	"	"	
818	A. Saunders	Burford, Ont	"	28	1 00	*Mail and Empire*	Toronto	Stated to have been received without contents.		The Toronto Post Office was partially destroyed by fire on the 29th April, and the contents of these letters lost.		6
819	Fred Ross	Edmonton, Ont.	"		2 00	*Globe* Pub. Co.	"	"	"	"	"	
820	Alex Murray	Harrington, Ont.	"	28	1 00	" "	"	"	"	"	"	

APPENDIX H—*Continued.*

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
821	W. Luxenburg ..	Pembroke, Ont ...	Apr. 20	12 00	Mrs. R. Barkoff....	Montreal.....	Stated not to have been received by the person addressed.	No trace owingto want of registration.	
822	Helen Nokes.... .	Bowanville, Ont ..	" 29	3 00	Mrs. Harry Nokes.	Toronto	" "	" " ..	
823	Mrs. J. M. Barton.	Vankleek Hill, O.	" 30	20 00	H. Barton.... ..	Guelph, Ont....	" "	" " ..	
824	Dr. Geo. Potter...	Toronto, Ont.....	" 30	5 06	Miss McIntosh....	Toronto	" "	" " ..	
825	Mrs. H. McInnes.	Halifax, N.S.....	May 1	20 00	Mrs. McNeill....	Charlottetown ..	" "	" " ..	
826	Mrs. E. Fraser....	Trenton, N.S.....	" 1	15 00	Miss Jessie B. Chambers.	Wallace Ridge, N.S.	" "	" " ..	
827	W. J. Gifford... .	Station B. Montreal.	" 2	60 31	Dr. J. A. Bazin...	Orinstown, Que .	" "	" " ..	
828	N. Boileau..	Oka.....	" 2	2 00	Alcide Boileau....	Montreal, ...	" "	" " ..	
829	Nellie McHaney..	Midland, O.....	" 3	2 00	MissNellieDowney	Kingston, Ont..	" "	" " ..	1
830	J. Gallery.	Montreal.	" 3	4 00	Rev. D. E. Hudon	Notre Dame....	" "	" " ..	
831	John Baker.....	Gaspé, Que.....	" 4	3 00	D. Drolet.....	Quebec....	" "	" " ..	
832	Ensign McNancy.	Midland, Ont.....	" 4	2 00	MissNellieDowney	Kingston, Ont..	" "	" " ..	
833	P. A. Duclos.....	Granby, Que.....	" 4	2 00	*Le Canada*.....	Montreal.....	" "	" " ..	
834	G. R. Burke..	Charlottetown	" 6	5 00	Miss Bessie Burke	Wallace, N.S....	" "	" " ..	
835	A. Rochon.. . .	Hull, Q.	" 7	3 00	Le Canada	Hull, Q	" "	" " ..	
836	J. R. Harris.....	Banff, Alta.....	" 7	2 00	Mgr. Vancouver Hotel	Vancouver.....	" "	" " ..	
837	M. Bouriassa .. .	St. Barnabé, Q....	" 8	1 00	*Le Canada*..	Montreal.....	" "	" " ..	
838	A. W. Finbow....	Toronto	" 8	1 00	Mrs. A.W. Finbow	Beamsville, O...	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
839	G. D. Graham ..	Toronto	" 9	7 00	Mrs. A. Graham.	Galt, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
840	T. N. Galbraith...	Collingwood, O...	" 9	1 00	Miss J. McLeod..	Loree, O	" " ..	" " ..	1
841	Mrs. C. A. McQueen	Montreal.....	" 9	5 00	Samuel Rowatt...	Toronto	" " ..	" " ..	

842	L. H. Gemme	Chambly Canton Q	May	9	5 00	N. Frechette	Montreal	"	"	"	"	"		
843	S. Cooke	Carleton Place, O.	"	10	1 00	The Journal Co.	Ottawa	"	"	"	"	"		
844	H. Massé	Iberville, Q	"	10	1 00	*Le Canada*	Montreal	"	"	"	"	"		
845	F. Fleury	Hochelaga, Q	"	10	5 00	W. H. Dandurand	"	"	"	"	"	"		
846	Miss L. Lyons	Kingston, O	"	11	2 00	Precious Blood Convent	Ottawa	"	"	"	"	"		
847	Miss Addie Hartz	Sorel, Q	"	11	1 00	Mrs. F. Déragon	Montreal	"	"	"	"	"		
848	Mrs. S. Redden	Wilton, O	"	12	0 50	The Fruitatives Ltd.	Ottawa	"	"	"	"	"		
849	Wm. Logue Estate	Maniwaki, Q	"	14	1 50	The Ottawa Car Co., Ltd	"	"	"	"	"	"		
850	C. D. Darche	Clarenceville, Q	"	14	1 00	Rev. M. Gill	Granby, Q	"	"	"	"	"		
851	E. F. de Varennes	Waterloo, Q	"	14	10 00	Mr. Quallch	Montreal	"	"	"	"	"		
852	Mince Morin	St. Théodore	"	14	4 00	Mlle. B. Morin	"	"	"	"	"	"		
853	R. D. Campbell	N. Sydney, N. S.	"	15	7 00	Brown & Webb	Halifax	"	"	"	"	"		
854	Mrs. R. LaCroix	Ottawa, O	"	17	3 00	E. Lalonde	The Brook, O	"	"	"	"	"		
855	J. McMullin	Montreal	"	17	20 00	Mrs. Jno. McMullen	Seeley's Bay, O	"	"	"	"	"		1
856	F. Lambert	"	"	17	2 00	Mrs. Frank Riley	St. Lambert, Q	"	"	"	"	"		
857	Rev. J. H. Miller	Micksburg, O	"	18	1 00	Mrs. J. H. Miller	Kingston, O	"	"	"	"	"		
858	Rev. E. H. Miller	Micksburg, O	"	19	1 00	Mrs. J. H. Miller	Kingston, O	"	"	"	"	"		
859	Miss L. Edwards	Port Hope, O	"	19	2 25	T. Eaton Co	Toronto	"	"	"	"	"		
860	Mrs. W. J. Adams	St. Mary's, O	"	20	4 00	Pansy Adams	Woodstock, O	"	"	"	"	"		
861	C. R. Walsh	London	"	20	4 00	Morang & Co	Toronto	"	"	"	"	"		
862	Mrs. Jas. Hackett	Orangeville, O	"	21	5 00	Mrs. Ray Marsecans	"	"	"	"	"	"		
863	A. D. Yuill	Coche Boy, O	"	21	2 00	Bryson, Graham & Co.	Ottawa	"	"	"	"	"		
864	Mrs. Ed. T. Church	Toronto	"	21	4 00	Mrs. Jas. G. Anderson.	Anderson, O	"	"	"	"	"		
865	J. H. Stevenson	Aurora, O	"	21	15 00	Mrs. J. H. Stevenson.	White Rose, O	"	"	"	"	"		
866	F. W. Partington	Vancouver	"	22	30 00	J. W. McClintock	Calgary	"	"	"	"	"		
867	F. B. Carey	Toronto	"	22	5 00	Jas. Hoperson	Toronto	"	"	"	"	"		
868	Mde. Laporte	Upton, Q	"	22	2 00	W. H. Swoggic	Montreal	"	"	"	"	"		
869	Postmaster	Bracondale	"	23	60 00	Bank of Montreal	Ottawa	"	"	"	"	"	This letter was intended for registration but as there is no evidenc of its despatch from Bracondale the loss was borne by the postmaster.	3
870	G. D. D'Artois	Farnham, Q	"	23	5 00	Rev. M. Gill	Granby, Q	"	"	"	"	"	No trace owing to want of registration.	
871	John Bradford	Granby, Q	"	24	5 00	Bank of Montreal	Granby, Q	"	"	"	"	"		
872	Jas. O'Kelly	Pembroke, O	"	25	0 75	Murphy, Gamble & Co.	Ottawa	"	"	"	"	"		
873	Mrs Annie Bond	Toronto	"	25	10 00	A. G. Bond	Montreal	"	"	"	"	"		1
874	C. E. B. Chant	"	"	28	15 00	W. F. Jones	St. Thomas, O	"	"	"	"	"		
875	O. A. Paré	Granby, O	"	28	3 00	Louis Paré	Napierville, Q	"	"	"	"	"		
876	Mrs. Tigh	Montreal	"	29	1 00	The T. F. Moore Co.	Montreal	"	"	"	"	"		

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTRRS.—Report of all cases occurring within the Year ended June 30, 1906, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1906.	$ cts.					
877	R. C. Russell.....	Arthur, O	May 30	1 00	E. D. McGregor..	Stratford, O....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
878	Miss Branigan....	Kingston, O.....	" 30	2 00	Mrs. P. Harty....	East Ottawa ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
879	W. J. Chatterson..	Colborne, O..	" 30	1 00	The Frintatives Co	Ottawa.....	" " ..	" " ..	
880	Miss Greig.....	Chaudière Mills, Q	" 31	10 00	Miss Ethel Greig..	Montreal.....	" " ..	" " ..	
881	Geo. Marchand....	Quebec...	" 31	7 00	Mme. Vve. Marchand.	"	" " ..	" " ..	
882	John A. Greig....	Chaudière Mills, Q	" 31	10 00	Miss Greig.....	Montreal.	" " ..	" " ..	
883	Mrs. L. B. Marion	Rapides des Joachim, Q.	" 31	6 15	PreciousBloodConvent.	Ottawa.....	" " ..	" " ..	
884	N. T. Burpe	Ottawa.....	June 1	0 45	T. A. Hood.....	"	" " ..	" " ..	
885	R. D Campbell...	NorthSydney, N.S.	" 1	5 00	Payzant & King...	Halifax.....	" " ..	" " ..	
886	H. J. Roast.....	Montreal..... ...	" 2	1 50	Mrs. Roast.....	Radnor Forges Q	" " ..	" " ..	
887	Geo. T. Pendergast	Gravenhurst, O...	" 2	5 00	Mrs. Geo. T. Pendergast.	Toronto.....	" " ..	" " ..	1
888	Mme. R. Nadon..	Montreal.....	" 2	3 00	Protonotaire.....	St. Scholastique, Q.	" " ..	" " ..	
889	Elmer Laurenson.	Toronto	" 3	9 00	Mrs. E. Laurenson	Kingston.....	" " ..	" " ..	
890	F. Davis.....	Montreal.....	" 4	1 20	J. J. Callaghan...	Montreal.	" " ..	" " ..	
891	G. McGillivray...	Sydney..... ..	" 4	1 50	J. L. Connolly....	Halifax	" " ..	" " ..	
892	Emile Sauvageau..	Montreal.....	" 5	2 50	Miss Ida Lafrance.	St. Roch de Quebec.	" " ..	" " ..	
893	Mrs. M. Pollard .	Port Hope, O.....	" 5	1 33	T. Eaton Co	Toronto	" " ..	" " ..	
894	Hylda Mills.....	Montreal.....	" 5	1 25	Mrs. Johnston....	Montreal.. ..	" " ..	" " ..	
895	Miss A. Lambert.	"	" 5	2 50	Mlle Ida Lafrance.	St. Roch de Quebec.	" " ..	" " ..	
896	Mrs. E. Ladouceur	St. Jerome, Q.....	" 7	1 00	Sisters of Precious Blood.	Ottawa.....	" " ..	" " ..	

897	G. S. Atkins	Toronto	June	9	1 00	D. H. Tolman	Toronto	Stated not to have been received by the person addressed.			No trace owing to want of registration.	
898	Miss A. Taylor	Toronto	"	11	5 00	Mrs. Taylor	Peterboro, O.	"	"	"	"	
899	Dr. Robillard	Thurso	"	11	5 00	Mme. A. Robillard	Montreal	"	"	"	"	
900	Mrs. Stewart	London, O.	"	12	7 06	Dr. Bennett	St. Thomas, O.	"	"	"	"	
901	Rev. R.T.S. Adamson.	Lambeth, O	"	12	6 00	T. Eaton Co	Toronto	"	"	"	"	
902	E. Walsh	Truro, N.S.	"	12	10 00	Dr. J. W. Peppane	Great Village, NS	"	"	"	"	
903	Miss E. Patterson.	Toronto	"	13	5 00	Bert McKenzie	Toronto	"	"	"	"	
904	Annie McNichol	Montreal, Q	"	14	10 00	Dr. McNichol	Cobourg, O	"	"	"	"	
905	Jos. Shanahan	London, O.	"	14	10 00	M. Shanahan	Guelph, O.	"	"	"	"	
906	Mrs. A. F. Hautier	Lytton, B.C	"	17	0 25	Drysdale Stevenson Co.	Vancouver	"	"	"	"	
907	O. E. Jones	Varney, O.	"	18	6 00	Dr. McLaughlin Co	Montreal	"	"	"	"	
908	A. E. Thurlow	Creemore, O.	"	18	3 00	Dick Lowe	Thornbury, O.	"	"	"	"	
909	Jas. Callighan	Toronto	"	19	5 00	E. Till	Toronto	"	"	"	"	
910	Mrs. Hutchins	"	"	19	6 00	Mr. Weber	"	"	"	"	"	1
911	J. L. Brodie	St. Jerome, Q.	"	20	4 00	Mme. D. Lemieux	Montreal	"	"	"	"	
912	Miss Kelsey Mead	Montreal	"	20	5 00	Miss S. D. Mead	Ottawa	"	"	"	"	
913	Mrs. E. Walden	Bala, O.	"	21	3 00	T. Eaton Co	Toronto	"	"	"	"	
914	Theo. Simard	St. Anne de Bellevue	"	21	2 00	M. Simard	Montreal	"	"	"	"	
915	Mme. P. Mitchell	Montreal	"	22	1 35	A. E. Bissonette	"	"	"	"	"	
916	J. Bradford	Mile End, Q.	"	24	3 00	Mrs. C. Black	Montreal	"	"	"	"	
917	Geo A. Turner	Port Colborne, O.	"	25	10 00	Mrs. Geo. A. Turner.	Hamilton, O.	"	"	"	"	
918	Mrs. Robinson	Toronto	"	27	5 00	Harry Burr	Montreal	"	"	"	"	
919	Robert Axton	Linden	"	27	15 00	Mrs. Geo. Axton	Toronto	"	"	"	"	
920	Mrs. W. Cunningham.	Toronto	"	27	3 00	Mr. Rankin	"	"	"	"	"	
921	Miss Alice Stinson	St. Andrews, N.B.	"	27	1 50	Miss Jean Stinson.	Montreal	"	"	"	"	
922	Geo. Meunier	Lennoxville, Q.	"	28	10 00	Mme. Geo. Meunier	St. Hyacinthe, Q	"	"	"	"	
923	H. P. Godard	Ottawa	"	30	1 00	Miss Stoddart	Toronto	"	"	"	"	

APPENDIX H—*Concluded.*

RECAPITULATION.

	Classification of Classes.	Registered.	Unregistered.
1.	Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office	.....	846
2.	Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable	7	.....
3.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good	63	32
4.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered	1	1
5.	Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	9	4
6.	Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered	3	3
7.	Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	45	37
8.	Letters stolen, or supposed to have been stolen, from the Post Office or mails en route, the contents of which (or a portion thereof) were recovered or made good	13	.....
9.	Letters stolen from the Post Office, or mails en route, the contents of which were not recovered	4	.....
10.	Letters accidentally destroyed in course of post	19	.....
11.	Still under consideration	11	.....
	Totals	175	923

R. M. COULTER,
Deputy Postmaster General.

WM. SMITH,
Secretary.

APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

APPEN

CHIEF DEAD

STATEMENT of Letters received at the Dead Letter Branches, Canada, during the Year
Dead Letters have

TABLE No. 1.—Showing the Number of Letters of all

Number received.	—	—	—	—
DEAD LETTERS:—				
Received from Great Britain (of these were registered 452)	31,883			
" United States (" 1,695)	137,608			
" France (" —)	974			
" Arg. Republic (" —)	173			
" Cuba (" 11)	430			
" Jamaica (" 1)	452			
" Mexico (" 25)	335			
" Newfoundland (" 1)	894			
" N. South Wales (" 5)	207			
" Other colonies and foreign countries (of these were registered ... 27)	2,287			
2,217)	175,243			
LESS—Registered, accounted for below.	2,217			
		173,026		
Books, postal cards, &c., also returned		49,781		
			222,807	
Returned from post offices in Canada, and classified as follows:—				
Registered letters on hand June 30, 1905	789			
" received during the year ended June 30, 1906, including those of foreign origin	14,930			
		15,719		
Letters found to contain value and recorded, on hand June 30, 1905	395			
Letters found to contain value and recorded, received during the year ended June 30, 1906	7,286			
		7,681		
			23,400	
Ordinary dead letters received during the year ended June 30, 1906		610,775		
Ordinary dead letters with printed address of senders		13,349		
" with official franks		2,831		
			626,955	
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, for year ended June 30, 1906			42,563	
Dead samples received during the year ended June 30, 1906			1,456	
Dead postal cards, parcels, books, &c., on hand June 30, 1905		2,712		
Dead postal cards, parcels, books, &c., receiving during the year ended June 30, 1906		762,080		
			764,792	
				1,681,973
Carried forward				1,681,973

DIX I.

LETTER OFFICE.

ended June 30, 1906, and of their contents, valuable or otherwise, showing how such been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS:—				
Returned to Great Britain, including all foreign letters not enumerated below (of these were registered...4,367)	103,775			
Returned to United States (" ... 726)	91,636			
" France (" ... 230)	2,759			
" Hong Kong (" ... 13)	334			
" Mexico (" ... 2)	122			
" Newfoundland (" ... 18)	2,405			
" N. South Wales (" ... 15)	423			
" New Zealand (" ... 10)	494			
" Victoria, Aust. (" ... 6)	236			
" Other colonies and foreign countries (of these were registered..... .... 123)	2,229			
5,510		204,413		
Books, postal cards, &c., of British and foreign origin, also returned		92,079		
			296,492	
Registered letters returned to writers, including those of foreign origin	13,330			
Registered letters failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value and destroyed	1,539			
Registered letters in Dead Letter Branches awaiting claim	790			
		15,719		
Letters found to contain value returned to writers	7,254			
" failed of delivery and found to be of no further value, destroyed.	15			
" found to contain value, failed of delivery, in Dead Letter Branches awaiting claim	412			
		7,681		
			23,400	
Ordinary dead letters returned to writers		354,230		
" with printed addresses, returned to senders		13,349		
" returned to government departments		2,831		
" without signatures or postmarks, accounts, &c., destroyed		225,158		
			595,568	
Returned dead letters disposed of			42,563	
Dead samples forwarded or returned to senders		940		
" disposed of		516		
			1,456	
Dead postal cards, parcels, books, &c., forwarded or returned to senders		28,855		
Dead postal cards, parcels, books, &c., disposed of		690,739		
Dead postal cards, parcels, books, &c., remaining in Dead Letter Branches		2,900		
			722,494	
				1,681,973
Carried forward				1,681,973

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward				1,681,973
SPECIAL LETTERS, classified as follows:—				
Registered letters on hand June 30, 1905	190			
" received for postage, better address, &c., during year ended June 30, 1906	8,277			
		8,467		
Letters found to contain value and recorded, on hand June 30, 1905	322			
Letters found to contain value and recorded, received for postage, better address, &c., during year ended June 30, 1906	8,899			
		9,221		
			17,688	
Ordinary letters received for postage on hand June 30, 1905	481			
Ordinary letters received for postage during year ended June 30, 1906	39,923			
		40,404		
Ordinary letters received for better direction		62,776		
			103,180	
Drop letters on hand June 30, 1905		10		
Drop letters received for postage during year ended June 30, 1906		3,198		
			3,208	
Letters for foreign countries on hand June 30, 1905		668		
Letters for foreign countries received as unpaid or short paid during year ended June 30, 1906		29,411		
			30,079	
Postal cards received for postage or better address, on hand June 30, 1905	242			
Postal cards received for postage or better address during year ended June 30, 1906	93,402			
		93,644		
Samples received for postage or better address during year ended June 30, 1906		572		
Parcels, books, &c., on hand June 30, 1905	2,084			
Parcels, books, &c., received for postage or better address during year ended June 30, 1906	52,426			
		54,510		
			148,726	
				302,881
Grand total				1,984,854

SESSIONAL PAPER No. 24

I—*Continued.*

Canada, during the Year ended June 30, 1906—*Continued.*

received, with the disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward				1,681,973
SPECIAL LETTERS:—				
Registered letters returned to writers or forwarded to address	7,935			
Registered letters unsigned and of no value destroyed in consequence of the inability of the department to return or deliver	284			
Registered Letters in Dead Letter Branches awaiting claim	248			
		8,467		
Letters found to contain value returned to writers or forwarded to address	8,766			
Letters found to contain value destroyed, being of no further value	152			
Letters found to contain value in Dead Letter Branches awaiting claim	303			
		9,221		
Ordinary letters received for postage, returned or forwarded to address	36,482		17,688	
Ordinary letters destroyed in consequence of the inability of the department to return or deliver	3,255			
Ordinary letters remaining in Dead Letter Branches	667			
		40,404		
Ordinary letters received for better address returned or forwarded	50,296			
Ordinary letters received for better address destroyed in consequence of the inability of the department to return or deliver	12,480			
		62,776		
Drop letters received for postage returned or forwarded	2,633			
Drop letters received for postage destroyed in consequence of the inability of the department to return or deliver	565			
Drop letters remaining in Dead Letter Branches	10			
		3,208		
Letters for foreign countries returned or forwarded	26,143			
Letters for foreign countries destroyed in consequence of the inability of the department to return or deliver	3,049			
Letters for foreign countries remaining in Dead Letter Branches	887			
		30,079		
Postal cards returned or forwarded	46,376			
" destroyed	45,522			
" remaining in Dead Letter Branches	1,746			
		93,644		
Samples returned or forwarded	419			
" destroyed, being of no value	153			
		572		
Books, parcels, &c., returned or forwarded	22,935			
" destroyed, being of no value	29,447			
" remaining in Dead Letter Branches	2,128			
		54,510		
			285,193	
				302,881
Grand total				1,984,854

APPENDIX

SUM

STATEMENT of Letters received at the Dead Letter Branches,

TABLE No. 1.—Showing the Number of Letters of all kinds

Letters on hand June 30, 1905	7,893
Dead letters received	1,678,077
Special letters received	298,884
	1,984,854

G. J. BINKS,
Superintendent.

I—*Continued.*

MARY.

Canada, during the Year ended June 30, 1906—*Concluded.*

received, with the disposition made of them—*Concluded.*

Dead letters disposed of	1,678,871
Special letters disposed of	296,892
Letters on hand June 30, 1906	9,091
	1,984,854

R. M. COULTER,
Deputy Postmaster General.

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4,486	Money (including $15.62 inclosed in letters under other heads)	19,983 94	4,273	213
24	Bills of exchange	8,902 90	22	2
1,870	Cheques	284,652 40	1,852	18
1	Coupons	10 00	1	
392	Drafts	107,145 12	384	8
61	Money orders (bank)	1,516 38	59	2
1,832	Money orders (express)	26,084 54	1,798	34
1,989	Money orders (Post Office)	26,818 00	1,968	21
45	Orders	1,633 07	44	1
1,463	Postal notes	5,115 01	1,432	31
486	Promissory notes	115,040 00	473	13
871	Receipts	77,550 26	852	19
1	Salary warrant	6 10	1	
7	Stock certificates	3,017 00	6	1
3	Various certificates	7 60	3	
2	Vouchers	3 07	2	
4,367.	Registered letters sent to Dead Letter Office at London, England		4,367	
726	Registered letters sent to Dead Letter Office at Washington, D.C		726	
417	Registered letters sent to Dead Letter Offices of other countries		417	
27	Accounts		27	
2	Acorns		2	
5	Affidavits		5	
39	Agreements		39	
4	Albums		4	
1	Amethyst			1
3	Apparel		3	
1	Appeal		1	
1	Apples		1	
8	Applications		8	
38	Aprons		38	
1	Apron, lodge		1	
2	Arrow-heads		2	
1	Artificial flowers			1
3	Artificial teeth		2	1
7	Assignments		7	
1	Awl		1	
1	Bags		1	
1	" boot		1	
7	" fancy		7	
4	" leather		4	
1	" satchet		1	
4	" wrist		4	
76	Baggage checks		55	21
2	Baskets		2	
5	" fancy		5	
6	Beads		6	
2	" coral		2	
6	" prayer		5	1
4	Beadwork		4	
1	Beauty pins		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ending June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Beef extract		1	
1	Belladonna plaster		1	
2	Bells, dinner		2	
18	Belts		17	1
2	" buckle		2	
6	" electric		6	
1	" Foresters		1	
1	" shoe lace		1	
2	" silk		2	
1	" steel		1	
7	Bibs		7	
7	Bibles		7	
1	Bicycle parts		1	
1	Bits, horse			1
2	Biscuits		2	
3	Blankets		3	
1	Blank notes		1	
1	Blotters		1	
59	Blouses		57	2
1	Boa		1	
1	Boat, tin toy		1	
1	Bobbins		1	
4	Bonds		4	
2	Bonnets, baby		2	
132	Books		121	11
1	" account		1	
1	" birch bark		1	
1	" deposit		1	
1	" picture		1	
2	" poem		2	
7	" prayer		7	
2	" premiums		2	
1	" pressed flowers		1	
60	" receipts		60	
3	" subscription		2	1
1	" school		1	
9	" views		9	
1	Book cover		1	
2	" markers		2	
5	" of tickets		5	
1	" trading stamps		1	
10	Bootees, baby		10	
85	Boots and shoes		81	4
1	" fur		1	
2	Botanical specimens		2	
1	Bouquet holder		1	
7	Boxes		7	
8	" birch bark		8	
2	" lunch		2	
3	" work		3	
10	Bracelets		10	
9	Braces		9	
4	Brass plates		4	
1	Brass fixtures		1	
1	Bridge set		1	
1	Bristle		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Bronze plaque			1
180	Brooches		170	10
1	" agate		1	
1	" enamel		1	
1	" hand-painted		1	
4	" maple leaf		4	
6	" pearl		6	
7	Brushes		7	
3	Brush and comb		3	
1	Brush, shaving		1	
8	Buckles		8	
60	Bulbs		60	
1	Bureau cover		1	
1	Burnt wood tobacco jar		1	
2	Butter		2	
3	Butterflies		3	
1	Butter knife		1	
1	Buttons		1	
1	" gilt		1	
140	Cakes		130	10
16	Calendars		15	1
1	Camera			1
2	" parts of		2	
1	" slide		1	
173	Candies		167	6
1	Canoe, bark		1	
2	Canvas		2	
1	Cape		1	
1	" fur		1	
28	Caps		28	
1	" smoking		1	
1	Capsules		1	
27	Cards		27	
4	" account		4	
3	" Canadian Order Foresters		3	
4	" clearance		4	
3	" fancy		3	
2	" Hebrew New Year		1	1
20	" playing		20	
1	" visiting		1	
10	" Xmas		10	
1	Card trays		1	
2	Cartridges		2	
1	Carving set		1	
1	Casket plate		1	
1	Casting		1	
2	Catalogues		2	
20	Centre pieces		19	1
2	" Battenburg		2	
1	" linen		1	
39	Certificates		36	3
3	" A.O.U.W		3	
3	" affidavits		3	
1	" A.O.H		1	
9	" assignment		9	
7	" baptism		7	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ending June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
6	Certificates, benefit		6	
3	" birth		3	
1	" Brotherhood of Trainmen		1	
1	" building and land		1	
2	" C.M.B.A		2	
1	" Canadian Manufacturer Association		1	
2	" cattle brands		2	
2	" character		2	
1	" chartered accountant			1
12	" church membership		12	
2	" college		2	
1	" " Dental Surgeons		1	
4	" commercial travellers		4	
1	" dentist		1	
1	" discharge		1	
6	" " (soldiers)		6	
1	" diploma			1
1	" doctor		1	
1	" druggist		1	
3	" engineers		3	
1	" evaporated cream		1	
4	" fire insurance		4	
40	" grain inspectors		40	
1	" Grand Black Chapter		1	
2	" health		2	
2	" high school		2	
3	" homestead		3	
6	" I. O. F		5	1
5	" I. O. O. F		5	
9	" identity		9	
2	" insurance		2	
2	" K. O. T. M		2	
15	" land title		15	
1	" law		1	
8	" life insurance		8	
1	" location		1	
2	" locomotive firemen		2	
16	" marriage		16	
3	" marriage and death		3	
5	" masonic		5	
5	" medical		5	
1	" metal worker's		1	
1	" military passport		1	
1	" mining claim		1	
1	" mystic shriner's		1	
7	" naturalization		7	
4	" Orange		4	
1	" passage		1	
5	" pedigree		5	
1	" Pharmaceutical Society		1	
1	" proficiency		1	
1	" public school		1	
1	" P. W. A		1	
1	" railway fare		1	
4	" registration		4	
1	" registered letter			1
1	" school		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Certificates, school attending		1	1
1	" school teacher		1	
2	" service		2	
1	" solicitors'		1	
2	" Sons of England		2	
34	" stock		34	
3	" teachers		3	
1	" title		1	
1	" travellers		1	
3	" U. O. W		3	
1	" valuation		1	
20	" various		17	3
1	" Veterinary Association		1	
1	" Woodmen of the World		1	
1	" Y. M. C. A		1	
3	Chains		2	1
7	Charms		7	
1	Chattel mortgage		1	
1	Chemisette		1	
1	Chest expander		1	
2	" protectors		1	1
1	Chewing gum		1	
1	Chicken's rest		1	
2	Child's dress		2	
1	" jacket		1	
6	China		6	
1	" ash tray		1	
1	" candlestick		1	
1	" Japanese		1	
1	" ornaments		1	
1	" toy		1	
3	Chromos		3	
22	Cigars		19	3
4	" cases		4	
2	" holders		2	
43	Cigarettes		26	17
1	" cases		1	
5	" paper		5	
1	Clasp		1	
1	Cloak		1	
1	Clock		1	
1	" spring		1	
5	Cloths		5	
1	" measure		1	
4	" samples		4	
173	Clothing		168	5
29	" child's		28	1
1	" lady		1	
5	" man		5	
1	Coal, sample of		1	
1	Coat		1	
4	Coats, child's		4	
3	" rain		3	
10	Coins		9	1
108	Collars		108	
1	" box		1	

APPENDIX I —*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches
		$ cts.		
1	Collar, fur		1	
1	" old		1	
16	Combs		15	1
2	Companions, ladies'		2	
1	Comfort, baby		1	
3	Commercial papers		3	
6	Confectionery		6	
15	Contracts		15	
1	Coal oil		1	
1	Coral		1	
7	Corks		7	
1	Coon		1	
2	Corsets		1	1
6	" covers		6	
2	Cotton goods		2	
1	Cough drops		1	
3	Coupons		3	
1	Cover, book		1	
1	" bureau		1	
14	" table		12	2
1	Cream sample		1	
1	Cross		1	
1	Crochet work		1	
1	Crucifix		1	
1	Cuff		1	
3	Cuff links		3	
2	Curios		2	
2	Curtains		2	
1	Cushion		1	
196	" covers		192	4
3	" leather		3	
2	" frill		2	
7	" tops of		7	
2	Cut flowers		2	
4	Cutlery		4	
2	Daguerreotypes		2	
1	Dead bird		1	
1	Debentures		1	
25	Declarations		25	
40	Deeds		38	2
1	Delfware		1	
1	Design		1	
1	Dies		1	
11	Diplomas		11	
1	Discharge, seamen			1
1	" soldiers		1	
66	Documents of value		64	2
1	Dog collar		1	
14	Doilies		14	
19	Dolls		19	
1	" furniture		1	
3	Drapes		2	1
2	" piano		2	
1	Drawing		1	
1	" instrument			1
14	Dresses		14	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
7	Dresses, child's		7	
1	" coth		1	
21	" goods for		18	3
6	" material for		6	
1	" shield		1	
4	Dressing cases		4	
3	Dresser covers		3	
3	Dressing jackets		3	
2	Drugs		2	
1	Dry battery		1	
1	Dye		1	
1	Ear trumpet		1	
1	Ebony clothes brush		1	
1	" hair brush		1	
1	" hat brush		1	
2	Eggs		2	
1	" Easter		1	
1	" painted		1	
10	Electros		10	
2	Electrotypes		1	1
3	Embroideries		3	
2	Engineer's instruments		2	
1	Envelope moistener		1	
7	Eye glasses		7	
10	Fans		10	
1	" feather		1	
444	Fancy articles		434	10
1	" mats		1	
9	" works		9	
1	Fashion		1	
4	Fascinators		4	
1	Feather boa		1	
15	Feathers and wings		14	1
2	Ferns		2	
1	Fibre		1	
22	Films		21	1
1	Fire bag		1	
1	Fire extinguisher		1	
1	Fish			1
1	Fish forks			1
1	Fishing lines		1	
1	" reel		1	
4	" tackle		4	
1	Flags		1	
2	Flannel		2	
5	Flour		5	
6	Flowers		5	1
1	Flute		1	
2	Forms, blank		2	
2	Fox bait		2	
1	" tail		1	
2	Frames		2	
1	Free Mason's emblem		1	
1	Frock		1	
6	Fruit		6	
12	Furs		13	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Fur cap		2	
2	" gauntlet		2	
1	" mitts		1	
1	" muff		1	
1	" ruff		1	
61	" raw		59	2
1	" mink		1	
1	" muskrat		1	
2	Games		2	
2	Garnets			2
3	Garters		3	
3	Gauntlets		3	
2	" buckskin		2	
1	" kid		1	
3	Glass eyes		3	
5	" and liquid		3	2
3	" magnifying		3	
76	Gloves		74	2
1	" buckskin		1	
1	" fur		1	
24	" kid		24	
1	" leather		1	
1	Gold beads			1
25	" bracelets		24	1
48	" brooches		42	6
1	" filled		1	
20	" chains		20	
1	" charm		1	
2	" clasps		2	
2	" crosses		2	
2	" crowns		2	
13	" cuff links		10	3
1	" ear rings			1
1	" filling for teeth		1	
2	" hearts		1	1
1	" hat pin		1	
2	" leaf		2	
32	" lockets		30	2
2	" locket and chain		2	
1	" medal		1	
2	" mounted spectacles		1	1
4	" necklaces		4	
2	" nuggets		2	
1	" pearl crescent pin		1	
3	" pen nibs		3	
1	" pencil		1	
2	" pens		2	
29	" pins		25	4
3	" plates, teeth		3	
1	" quartz		1	
1	" rimmed eye glasses		1	
4	" rims for glasses		4	
205	" rings		176	29
9	" " diamonds		6	3
1	" " rolled		1	
1	" safety pin		1	

APPENDIX I—*Concluded.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4	Gold scarf pins		4	
1	" seals		1	
9	" spectacles		9	
3	" studs		2	1
81	" watches		74	7
4	" " and chains		3	1
2	" watch cases		2	
1	Goods, fancy		1	
1	Grain		1	
1	Gramophone sound box		1	
1	Grapes		1	
1	Grill work		1	
1	Guarantees		1	
4	Guns		4	
4	Hair		4	
1	" clipper			1
1	" dressing case		1	
1	" pin ball		1	
1	" receiver		1	
7	" switches		6	1
1	Hammer		1	
2	Hand bags		2	
276	Handkerchiefs		266	10
3	" cases		3	
2	" lace		2	
1	" leather		1	
1	" sachet		1	
65	" silk		62	3
1	Hand satchel		1	
1	Hatchet		1	
5	Hats		5	
14	Hat pins		13	1
1	Head shawl		1	
1	" shield		1	
1	Heart (agate)		1	
1	Helmet, sleeping			1
1	Herbs and roots		1	
1	Holly		1	
35	Homestead receipts		34	1
1	Hood		1	
4	" baby		4	
1	Honerphone		1	
2	Hose		2	
9	Indentures		9	
2	Indian bead work		2	
2	" baskets		2	
103	" curios		103	
2	Inkstands		2	
2	Insects		2	
1	Insurance paper			1
147	" policies		145	2
10	Interim receipts		10	
1	Invoice		1	
1	Iron casting		1	
1	Jacket		1	
13	" baby		13	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branch.
		$ cts.		
1	Jacket, child		1	
1	" dressing		1	
1	" woollen		1	
1	Japanese curios		1	
4	" fans		4	
1	" toys		1	
2	Jersey		2	
1	Jewel, I.O.O.F		1	
1	" unset		1	
76	Jewellery, common		74	2
1	" case		1	
1	" old		1	
1	Jug		1	
1	Jug, pewter		1	
13	Keys		12	1
1	Knee cap, elastic		1	
1	Kimona		1	
2	Knitted goods		2	
1	" shirt		1	
2	Knitting machine parts		2	
31	Knives		31	
3	" and forks		3	
10	Kodak films		10	
1	Label		1	
15	Lace		15	
2	" bertha		2	
24	" collars		24	
2	" stocks		2	
6	" ties		6	
4	Land grants		4	
3	" transfers		3	
3	Leases		3	
2	Leather goods		1	1
1	Leaf		1	
82	Legal papers		81	1
1	Leggings		1	
4	Lens		4	
4	Letters, old		4	
5	Licenses		5	
1	" cab		1	
4	" fishery		4	
2	" marriage		2	
3	" timber		3	
2	" tobacco		2	
3	" truck		3	
3	Linen		3	
9	Liquid		8	1
1	Loan bond		1	
3	Lockets		3	
2	Lottery tickets		1	1
1	Luggage strap		1	
7	Machinery		7	
1	Mackintosh		1	
1	Magazine		1	
1	Magnet		1	
2	Manicure sets		2	

APPENDIX I—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value, &c.—***Continued.***

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ending June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4	Manuscripts		3	1
1	Map		1	
21	Maple sugar		13	8
2	" syrup		2	
7	Match boxes		6	1
4	" safe		4	
2	" scratchers		2	
6	Mats		6	
8	" crocheted		7	1
1	" fur		1	
1	" sweet grass		1	
5	" table		5	
6	" toilet		6	
21	Medals		20	1
1	" bronze			1
1	Medallion			1
83	Medicine		77	6
3	Medical appliances		3	
2	Meerschaum pipes		2	
1	Metal fixtures		1	
1	" tubes		1	
1	Meter		1	
1	Microscope			
1	Military buttons		1	
1	" case		1	
1	" paper		1	
1	Minerals, tin box		1	
6	Mirrors		6	
1	Milk weed cream		1	
1	Mineral salt		1	
9	Mitts		9	
1	" Mocha		1	
7	" woollen		7	
114	Moccasins		110	4
10	" beaded		10	
23	" leather		22	1
1	Monogram coin		1	
19	Mortgages		19	
2	" chattel		2	
7	" discharge of		7	
3	Moss		3	
2	Mouth organ		1	1
10	Mufflers		10	
8	Municipal returns		8	
1	Music		1	
3	Musical instruments		2	1
1	Muslin		1	
1	Mustard		1	
1	" pot		1	
2	Nails		2	
2	Name plates		2	
4	Napkin rings		3	1
12	Necklaces		12	
3	" pearl		3	
1	" shell		1	
43	Neckties		42	1

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Neckties, silk		2	
1	Needles		1	
2	" cases		2	
1	" hypodermic		1	
1	" paper of			1
1	" cylinder		1	
5	Newspapers		5	
3	Night dresses		3	
1	" satchet		1	
1	Note paper		1	
1	" unsigned		1	
220	Notices		116	104
11	" tax sales		11	
3	" trial		3	
1	" for enclosure		1	
9	" persons objected to		9	
3	Nugget pins		2	1
1	" ring		1	
1	Oil		1	
2	Oilcloth		2	
2	Ointment		2	
1	Old silver			1
3	Opera glasses		3	
1	" bag		1	
22	Ore		21	1
1	Order for reduced fare		1	
7	Ornaments		7	
1	" beaded		1	
2	Ostrich feathers		2	
1	Overcoat		1	
2	Overalls		2	
1	Owl		1	
1	Paints		1	
2	Pamphlets		1	1
1	Pan		1	
1	Panama hat		1	
1	Pants		1	
1	Papers, medical examination		1	
4	" pattern		4	
1	" U.S. citizenship		1	
1	Parasol		1	
113	Pass books		112	1
7	" A.O.U.W.		7	
1	" A.O.F.		1	
46	" Bank		46	
5	" Barnardo's Home		5	
6	" C.O.C.F.		6	
4	" C.O.F.		4	
2	" I.O.F.		2	
2	" Insurance		2	
1	" K.O.T.M.		1	
6	" loan and savings		5	1
2	" military		2	
1	" O.C.H.C.		1	
1	" Royal Arcanum		1	
1	" Royal Templar		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
7	Pass books, savings bank		7	
1	" Sons of England		1	
2	" Sons of Scotland		2	
1	" R.T. of Temperance		1	
1	" Woodmen of the World		1	
1	" York County Loan and Savings Co.		1	
6	Passes		4	2
49	" Railway		48	1
6	Passports		5	1
6	Patterns		6	
5	Pawn tickets		2	3
1	Peanuts		1	
1	Pearl		1	
1	Peas, sample of		1	
4	Pedigrees		3	1
1	Pencils		1	
2	Pencil cases		1	1
22	Pens		20	2
43	" fountain		43	
2	Penholders		2	
1	Penknives		1	
1	Pen wiper		1	
1	Pension receipt		1	
1	Perforated paper		1	
4	Perfume		4	
6	" bottles of		6	
3	" sachets		3	
3	Permits		3	
1	" building		1	
1	" hay		1	
1	" railway half fare		1	
1	" timber		1	
2	Petitions		2	
1	Phonograph record		1	
514	Photographs		473	41
5	" albums		4	1
2	" brooches		2	
2	" buttons		2	
2	" films		2	
12	" frames		11	1
1	" plates		1	
2	" supplies		2	
14	Pictures		14	
1	" holder		1	
1	" sacred		1	
1	Pieces of marble		1	
1	Pillows		1	
6	" shams		6	
18	Pills		18	
6	Pinafores		6	
28	Pin cushions		28	
1	Pins		1	
1	" collar		1	
5	" souvenir		5	
14	" stick		11	3
4	" tray		4	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
69	Pipes		67	2
1	" cases		1	
1	" holder		1	
2	" racks		2	
2	Plans		2	
2	Plants		2	
1	Plaque		1	
1	Platinum, bottle of		1	
2	Plum pudding			2
1	Pocket book		1	
2	Policies, fire		2	
2	" life		2	
1	Post cards		1	
10	" album		10	
2	" holder		2	
4	" pictorial		4	
1	" racks		1	
10	" souvenir		10	
2	Potatoes		2	
1	Pouch		1	
3	Powder		3	
12	Power of attorney		12	
1	Preserves			1
40	Printed matter		36	4
1	Probate		1	
5	Proxies		5	
10	Puddings		9	1
69	Purses		66	3
2	" chatelaine		2	
1	Puttees		1	
2	Quartz		2	
2	Quilts		2	
13	Razors		12	1
153	Receipts		135	18
2	" cards		2	
12	" registered letters		7	5
1	" shares		1	
1	Registered letter notice		1	
1	Release		1	
1	Return containing registered letter		1	
1	Revolver		1	
14	Ribbons		14	
12	Rings		12	
10	" diamond		6	4
4	" gilt		4	
1	" ruby		1	
1	" sapphire and pearl		1	
6	Rolls		6	
7	Roots		7	
4	Rosaries		4	
1	Rose bush		1	
2	Rubbers		2	
1	" boots, toy		1	
1	" goods		1	
1	" heel		1	
3	" stamps		3	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Rye, bottle of		1	
3	Sachets		3	
1	Salary warrant		1	
2	Salt and pepper shakers		2	
2	" cellars		2	
6	Salve		6	
1	Samples		1	
1	" coat		1	
2	" mats		2	
1	" tea		1	
1	" wood		1	
1	Sandstone		1	
1	Sash cord		1	
1	Sateen		1	
1	Saucer		1	
1	Scabbard		1	
1	Scapular		1	
11	Scarfs		11	
19	Scissors		19	
1	Seal		1	
1	Search warrant		1	
28	Seeds		28	
1	Set of carvers		1	
1	Shaving brush		1	
71	Shawls		71	
2	" silk		2	
1	Shell		1	
21	Shirts		19	2
1	" front			1
1	" studs		1	
1	" waist		1	
4	Shoes		4	
1	" horn		1	
1	" polish		1	
2	Shuttles		2	
14	Silk		14	
1	" belts		1	
6	" blouses		6	
3	" collars		3	
2	" cushions		2	
5	" drapes		5	
1	" floss		1	
2	" girdle		2	
1	" jewel case		1	
3	" mufflers		3	
2	" stocks		2	
1	" table cover		1	
5	Silver belt pins		5	
3	" berryspoon		3	
3	" blouse sets		3	
1	" bouquet holder		1	
1	" box		1	
7	" bracelets		7	
1	" bread tray		1	
10	" brooches		10	
1	" butter knife		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Silver cheese dish holder		1	
1	" cigarette case		1	
1	" coffee spoon		1	
1	" cold meat fork		1	
1	" cream and sugar		1	
2	" cuff links		1	1
1	" dish		1	
1	" egg cup stand		1	
1	" eye-glasses		1	
2	" fish forks		2	
1	" fruit spoon		1	
2	" goods		2	
4	" hat pins		2	2
1	" jewel case		1	
1	" locket		1	
3	" match safes		3	
1	" medal		1	
1	" " clasps		1	
6	" mugs		6	
7	" napkin rings		7	
2	" necklaces		2	
2	" nuggets		2	
1	" ornament		1	
1	" penhandle		1	
1	" pendant		1	
1	" pen		1	
1	" pencil		1	
1	" photo frame		1	
4	" pens, maple leaf		3	1
2	" rings		2	
1	" salad server		1	
1	" sauce ladle		1	
1	" seal		1	
4	" souvenir spoons		4	
8	" spoons		8	
8	" stick pins		8	
1	" sugar spoon		1	
1	" table spoon		1	
15	" tea spoons		12	3
3	" thimbles		3	
2	" tie clasps		2	
4	" tie pins		4	
1	" toy		1	
1	" war medal		1	
1	" watch cases		1	
119	" watches		112	7
1	Signet		1	
6	Skins		6	
3	" badger		3	
2	" beaver		2	
8	" coyote		8	
1	" deer		1	
2	" ermine		2	
6	" fox		6	
1	" martin		1	
3	" mink		3	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
11	Skins, muskrat		11	
4	" wild cat		4	
18	" wolf		18	
4	Skirts		4	
1	Sleeve		1	
53	Slippers		53	
21	" bedroom		21	
4	Soap		4	
4	" wrappers		4	
1	Smoking set		1	
1	Society pin		1	
88	Socks		69	19
2	Sofa cushions		2	
2	Souvenir pins		2	
18	Spectacle frames		17	1
1	Specie		1	
48	Spoons		46	2
2	" baby		2	
1	" rest		1	
1	" salt		1	
23	" souvenir		23	
8	" tea		7	1
2	Stamps, boxes of		2	
2	" collection of		2	
31	" old		31	
34	Stationery		30	4
1	Steel dies		1	
1	Stereoscopic views		1	
8	Stocks		7	1
35	Stockings		30	5
1	Stuffed squirrel		1	
1	Steel box		1	
3	Sugar cakes		3	
7	Suits clothes		7	
1	" linen		1	
29	Summons		28	1
3	Surgical instruments		3	
3	Suspenders		3	
11	Sweaters		11	
1	Syringe		1	
1	" hypodermic		1	
1	Syrup tea		1	
14	Table covers		14	
2	" centre		2	
1	" mat		1	
4	Tablets		4	
1	Tag		1	
1	Tape measure		1	
1	Tea		1	
2	" cosy		2	
1	" lead		1	
1	Teeth, bear's		1	
5	" false		5	
1	Testament		1	
2	Testimonials		2	
5	Thermometers		5	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1906	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
3	Thimbles		3	
1	Thread		1	
8	Tickets		7	
1	" lottery		1	
4	" mileage		4	
93	" railway		85	8
39	Ties		33	6
1	" cover		1	
9	" pins		8	1
18	Tins, checks		15	3
84	Tobacco		79	5
3	" plugs		3	
8	" pouches		7	1
2	Toilet articles		2	
1	" water		1	
2	Toques		2	
69	Toys		68	1
1	Tracing wheel		1	
1	Trade stamp		1	
1	Tract		1	
1	Transfer check		1	
4	Tray cloths		4	
1	" pin		1	
4	Trousers		4	
4	Trusses		4	
8	Tuques		8	
1	Turkish fez		1	
1	Typewriter ribbon		1	
3	Tweeds		2	1
1	Tweezer		1	
30	Underclothing		23	7
5	Underskirts		5	
1	Undervest		1	
1	Underwaist		1	
1	Valentine		1	
21	Valuable papers		20	1
2	Vases		2	
5	Veils		5	
11	Vests		9	2
1	" beaded		1	
1	" buckskin		1	
5	Views		5	
2	Violin strings		2	
8	Voters' lists		8	
3	Vouchers		3	
8	Waists		7	1
4	Waistcoats		4	
1	Walking stick		1	
4	Wall pockets		4	
2	Warrants		2	
1	Waterproof		1	
6	Watches		6	
4	" gun metal		4	
15	" nickel		13	2
1	" case		1	
2	" chains		2	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended June 30, 1906.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1906.	No. of Letters delivered of those received during the Year ended June 30, 1906.	No. of Letters undelivered on June 30, 1906, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Watches, pocket		1	
1	" works		1	
1	Water cock		1	
1	Wax		1	
1	Way bill		1	
3	Wedding cakes		3	
1	Wheat		1	
1	Whip, hunting			1
4	Whiskey, bottles of		2	2
1	Whistle		1	
1	Wild flower seeds		1	
1	Will		1	
1	Wings, pair		1	
1	Withdrawal card		1	
3	Wool		3	
1	Work bag		1	
2	" boxes		2	
1	" fancy		1	
1	Wrapper		1	
7	Writs		7	
1	Writing case		1	
1	" frame		1	
3	" sets		3	
4	Yarn		4	
28,246		677,485 40	27,304	942
12,842	Add to these ordinary recorded letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown on Table No. 1.		12,031	811
	Grand total of letters containing value disposed of		39,335	
	Grand total of letters remaining unclaimed in Dead Letter Branches		1,753	
41,088	Grand Total		41,088	

G. J. BINKS,
Superintendent.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH

APPEN

STATEMENT of Receipts and Issues of Postage

RECEIPTS.

Denominations.	Stamps, &c., on hand from last year.	Received from Manufacturers.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						$ cts.
½c. postage stamps	36,900	450,000	3,304		490,204	2,451 02
1c. "	12,114,200	115,200,000	39,763	9,100	127,363,063	1,273,630 63
2c. "	26,554,000	239,300,000	71,090	5,500	265,930,590	5,318,611 80
5c. "	894,500	6,900,000	6,311	300	7,801,111	390,055 55
7c. "	169,100	3,100,000	3,268	100	3,272,468	229,072 76
10c. "	35,925	1,150,000	1,299		1,187,224	118,722 40
20c. "	133,125	200,000	78	1,000	334,203	66,840 60
50c. "	239,500		16		239,516	119,758 00
10c. special delivery stamps	17,095	62,500	281	50	79,926	7,992 60
2c. stamp books	15,364	938,000	248		953,612	238,403 00
1c. post bands	30,600	470,000	2,264		502,864	6,285 50
1c. post cards	1,270,900	23,800,000	33,531	1,200	25,105,631	251,056 31
1c. " advt., 16 on sheet	56,000	516,000			572,000	5,720 00
1c. " " 8 "	49,000	1,751,000			1,800,000	18,000 00
1c. " " single	31,700	414,000			445,700	4,457 00
2c. postal union cards	9,600	62,000	1,650		73,250	1,465 00
2c. reply cards	16,300	182,000	1,360		199,660	3,993 20
1c. stpd. env. at $1.20 per 100	14,000	360,000	919	2,500	377,419	4,529 02⅘
2c. " $2.20 "	32,700	1,960,000	1,534	1,300	1,995,534	43,901 74⅘
1c. postage due stamps		500,000			500,000	5,000 00
2c. " "		1,100,000			1,100,000	22,000 00
5c. " "		200,000			200,000	10,000 00
Totals	41,720,509	398,615,500	166,916	21,050	440,523,975	8,141,946 44⅘

E. P STANTON,
Superintendent, Postage Stamp Branch.

DIX J.

Stamps, &c., for the year ended June 30, 1906.

ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps, &c., destroyed as unfit for use.	Stamps, &c., on hand June 30, 1906.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the year.
					$ cts.	$ cts.
½c. postage stamps	422,700	3,304	64,200	490,204	2,451 02	2,113 50
1c. "	111,417,800	39,763	15,905,500	127,363,063	1,273,630 63	1,114,178 00
2c. "	233,951,100	71,090	31,908,400	265,930,590	5,318,611 80	4,679,022 00
5c. "	6,426,200	6,311	1,368,600	7,801,111	390,055 55	321,310 00
7c. "	2,681,350	3,268	587,850	3,272,468	229,072 76	187,694 50
10c. "	1,125,100	1,299	60,825	1,187,224	118,722 40	112,510 00
20c. "	255,575	78	78,550	334,203	66,840 60	51,115 00
50c. "	38,625	16	200,875	239,516	119,758 00	19,312 50
10c. special delivery stamps	65,300	281	14,345	79,926	7,992 60	6,530 00
2c. stamp books	937,030	248	16,334	953,612	238,403 00	234,257 50
1c. post bands	447,700	2,264	52,900	502,864	6,285 80	5,596 25
1c. post cards	23,824,700	33,531	1,247,400	25,105,631	251,056 31	238,247 00
1c. " advt., 16 on sheet	506,000	.....	66,000	572,000	5,720 00	5,060 00
1c. " " 8 "	1,789,060	.....	11,000	1,800,000	18,000 00	17,890 00
1c. " " single	384,600	.....	61,100	445,700	4,457 00	3,846 00
2c. postal union cards	49,700	1,650	21,900	73,250	1,465 00	994 00
2c. reply cards	174,050	1,360	24,250	199,660	3,993 20	3,481 00
1c. stpd. env. at $1.20 per 100	346,600	919	29,900	377,419	4,529 02⅘	4,159 20
2c " $2.20 "	1,949,200	1,534	44,800	1,995,534	43,901 74⅘	42,882 40
1c. postage due stamps	464,200	.....	35,800	500,000	5,000 00	4,642 00
2c. " "	616,600	.....	483,400	1,100,000	22,000 00	12,332 00
5c. " "	35,100	.....	164,900	200,000	10,000 00	1,755 00
Totals	387,908,230	166,916	52,448,829	440,523,975	8,141,946 44⅘	7,068,927 85

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J—*Continued.*

STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the year ended June 30, 1906, as compared with the issue of the preceding fiscal year.

Denominations.	Issue, 1905–6.		Issue, 1904–5.		Increase.		Decrease.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
		$ cts.		$ cts.		$ cts.		$ cts
½c. postage stamps	422,700	2,113 50	439,900	2,199 50			17,200	86 00
1c. "	111,417,800	1,114,178 00	88,829,500	888,295 00	22,588,300	225,883 00		
2c. "	233,951,100	4,679,022 00	210,605,800	4,212,116 00	23,345,300	466,906 00		
5c. "	6,426,200	321,310 00	5,466,050	273,302 50	960,150	48,007 50		
7c. "	2,681,350	187,694 50	2,527,600	176,932 00	153,750	10,762 50		
10c. "	1,125,100	112,510 00	904,175	90,417 50	220,925	22,092 50		
20c. "	255,575	51,115 00	200,425	40,085 00	55,150	11,030 00		
50c. "	38,625	19,312 50	31,550	15,775 00	7,075	3,537 50		
10c. special delivery stamps	65,300	6,530 00	56,915	5,691 50	8,385	838 50		
2c. stamp books	937,030	234,257 50	711,299	177,824 75	225,731	56,432 75		
1c. post bands	447,700	5,596 25	374,700	4,683 75	73,000	912 50		
$3 Jubilee stamps			2,650	7,950 00			2,650	7,950 00
$4 "			3,050	12,200 00			3,050	12,200 00
$5 "			2,100	10,500 00			2,100	10,500 00
1c. post cards	23,824,700	238,247 00	22,374,200	223,742 00	1,450,500	14,505 00		
1c. " advertising, 16 on sheet	506,000	5,060 00	472,000	4,720 00	34,000	340 00		
1c. " " 8 on sheet	1,789,000	17,890 00	1,360,000	13,600 00	429,000	4,290 00		
1c. " " single	384,600	3,846 00	321,400	3,214 00	63,200	632 00		
2c. Postal Union cards	49,700	994 00	43,400	868 00	6,300	126 00		
2c. reply cards	174,050	3,481 00	124,100	2,482 00	49,950	999 00		
1c. stamped envelopes	346,600	4,159 20	197,600	2,371 20	149,000	1,788 00		
2c. "	1,949,200	42,882 40	1,539,200	33,862 40	410,000	9,020 00		
*1c. postage due stamps	464,200	4,642 00			464,200	4,642 00		
*2c. " "	616,600	12,332 00			616,600	12,332 00		
*5c. " "	35,100	1,755 00			35,100	1,755 00		
Totals	387,908,230	7,068,927 85	336,587,614	6,202,832 10	51,345,616	896,831 75	25,000	30,736 00

*First issue, June, 1906.

Increase in number of pieces issued 51,320,616
Increase in value of issue $866,095.75

E. P. STANTON,
Superintendent Postage Stamp Branch.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX K

TRANSACTIONS

OF THE

POSTAL STORES BRANCH

APPENDIX K

POSTAL STORES

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

Printing, Binding, Lithographing, &c.	$ cts.
King's Printer's Accounts *(Inside Service)*	12,954 30
" " *(Outside Service)*	44,258 93
Stationery.	
Stationery Office Accounts *(Inside Service)*	7,767 57
" " *(Outside Service)*	22,493 32
Mail bags, mail locks, &c	45,647 06
Stamping material, scales and weights, &c	19,707 30
Street letter boxes and miscellaneous items of post office expenditure	10,080 90
Letter carriers' uniforms, &c	19,566 40
Total	182,475 78

NOTE :—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1905, to June 30, 1906, amounted to the sum of	$ 144 46
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to	47 13
Total	$ 191 59

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1905, the balance carried forward June 30, 1906, and the quantity and cost of *Forms*, *Envelopes*, *Books*, *Labels*, *&c.*, *Sheets of Writing Paper* and *Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

——	Forms.	Envelopes	Books and Pamphlets.	Tags Cards and Labels.	Writing Paper (sheets).	Miscellaneous.	Value.
							$ cts.
Balance in stock, June 30, 1905....	7,614,832	2,007,050	43,149	2,179,074	133,137	4,000	17,180 43
Received from King's Printer.....	21,446,353	5,553,943	113,210	17,136,982	333,128	140,377	57,213 23
Total	29,061,185	7,560,993	156,359	19,316,056	466,265	144,377	74,393 66
Issued to Inside Service.....	1,074,983	1,395,175	7,306	82,002	68,980	55,732	12,065 41
" Outside Service.....	16,703,662	4,106,493	99,793	17,726,688	216,168	84,645	42,258 93
Total	17,778,645	5,501,668	107,099	17,808,690	285,148	140,377	54,324 34
Balance in stock, June 30, 1906...	11,282,540	2,059,325	49,260	1,507,366	181,117	4,000	20,069 32

STATEMENT showing the number of *Forms*, *Envelopes*, *Books*, *Labels*, *Sheets of Writing Paper*, and *Miscellaneous Articles* specially printed, and issued from stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

——	Forms.	Envelopes	Books and Pamphlets.	Tags Cards and Labels.	Writing Paper (sheets).	Miscellaneous.	Value.
							$ cts.
Inside Service from stock	743,516	1,205,150	6,427	72,050	110,076	36,672	8,076 82
" special printing....	553,126	190,300	990	9,952	4,952	19,060	4,877 48
Total	1,296,642	1,395,450	7,417	82,002	115,028	55,732	12,954 30
Outside Service from stock.	19,906,127	4,131,493	105,364	9,708,380	215,000	84,625	40,182 15
" special printing..	243,584	27,000	429	7,346,600	3,100	20	4,076 78
Total	20,149,711	4,158,493	105,793	17,054,980	218,100	84,645	44,258 93
Total Issue from stock to Inside and Outside Service.....	20,649,643	5,336,643	111,791	9,780,430	325,076	121,297	48,258 97
Total special printing for Inside and Outside Service.....	796,710	217,300	1,419	7,356,552	8,052	19,080	8,954 26
Grand total	21,446,353	5,553,943	113,210	17,136,982	333,128	140,377	57,213 23

STATEMENT showing the balance in stock, June 30, 1905, the balance carried forward, June 30, 1906, and the quantity and cost of *Articles of Stationery* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

	Baskets, New and Repaired.	Pads, Blotting and Desk.	Books and Pamphlets.	Copying Material.	Directories.	Duplicating supplies.	Rubber Bands (boxes).	Envelope Openers and Dampers.	Erasers.	Files for Papers, &c.	Gum Arabic (lbs.)	Ink (Bottles, Pellets, &c.)	Inkstands.	Knives.	Labels, &c.	Lead Pencils, Leads, &c.	Mucilage (Bottles and Brushes).	Paper Bands.	Blotting Paper (sheets).	Wrapping Paper (sheets).
Balance in stock June 30, 1905.	...	.. .	....	...	....	.....	.....	..	.....	... .	... .	. ....	..	....	.....	110	.. .	.. ....	.....	.....
Stationery received during year	171	189	3,062	3,106	324	2,668	1,673	81	2,079	486	203½	1,155	323	544	14,278	23,647	785	.....	41,379	241,509
Total	171	189	3,062	3,106	324	2,668	1,673	81	2,079	486	203½	1,155	323	544	14,278	23,757	785	.....	41,379	241,509
Issued to Inside Service.....	27	40	1,177	860	96	196	704	15	1,352	96	112	387	74	17	2,752	3,271	292	.....	19,913	61,274
" Outside Service....	144	149	1,885	2,246	228	2,472	969	66	727	390	91½	768	249	527	11,526	20,486	493	.....	21,466	180,235
Total issue..	171	189	3,062	3,106	324	2,668	1,673	81	2,079	486	203½	1,155	323	544	14,278	23,757	785	.. ..	41,379	241,509
Balance in stock June 30, 1906.	....	....	.....	.....	....	.....	.....	...	.....	.....	.....	.. .	....		.. ...	.....	....	.....	.....	.....

APPENDIX K—*Continued.*

STATIONERY—*Concluded.*

——	Writing Paper (sheets).	Envelopes	Paper Fasteners (boxes).	Pens (Boxes, Fountain, &c.).	Penholders.	Pins (Papers, Pyramids, &c.).	Rulers.	Scissors.	Scratch Pads.	Sealing Wax (lbs.).	Sponges and Sponge Cups.	Stamp Ribbons.	Tape (hanks).	Typewriting Machines.	Typewriting Supplies.	Carbon Paper (sheets).	Twine (lbs.)	Wax Bougies.	Miscellaneous.	Value.
																				$ cts.
Balance in stock June 30, 1905.	.....	.. ....	....	25	.....	.....	..	....	....	100	.....	..	... .	....	....	11,795	10½	89	....	127 05
Stationery received during year	455,065	36,025	760	2,313	4,338	1,517	75	489	143	6,067	1,099	62	1,333	17	575	50,268	42,746½	524	57,721	30,260 89
Total	455,065	36,025	760	2,338	4,338	1,517	75	189	143	6,167	1,099	62	1,333	17	575	62,063	42,757	613	57,721	30,387 94
Issued to Inside Service.....	263,114	27,500	327	639	891	695	14	36	42	414	185	3	1,320	9	215	6,750	960½	24	54,813	7,767 57
,, Outside Service	191,951	8,525	433	1,648	3,447	822	61	153	101	5,703	914	59	13	8	360	50,767	41,796½	527	2,908	22,495 27
Total issue..	455,065	36,025	760	2,287	4,338	1,517	75	189	143	6,117	1,099	62	1,333	17	575	57,517	42,757	551	57,721	30,262 84
Balance in stock June 30, 1906.	.. .. ..	.....	51	.....	.....	..	....	..,	50	....	..	. ...	....	. ..	4,546	.....	62	... ..	125 10	

STATEMENT showing the balance in stock, June 30, 1905, the balance carried forward, June 30, 1906, and *the Quantity and Cost of Mail Bags, Mail Locks, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

	Leather Bags, New.	Cotton Duck Bags, New.			Linen Bags, New.					Scamless Cotton Bags, without Fastening.	Material for making up Newspaper Sacks.	Cotton Cord for Newspaper Sacks.	Making up Newspaper Sacks.	Miscellaneous Mail Bags.	Satchels and Pouches.			Mail Bags, Repaired, &c.		
		Bar Clamp Lock Fastening.	Bolt and Wax Seal Cup Fastening.	Waterproof, Staple and Strap Fastening.	Red Striped, Bar Clamp Lock Fastening.	Red Striped, Bolt and Wax Seal Cup Fastening.	Drab Bolt and Wax Seal Cup Fastening.	Cotton Duck and Linen Newspaper Sacks.	Drab and Yellow, without Fastening.						Leather Satchels.	Brown Duck Satchels.	Reversible Cotton Duck Pouches.	Leather.	Cotton Duck and Linen.	Satchels and Pouches.
Balance in stock June 30, 1905	19	1,038	13	135	98	1,080	23	9	364	423	.....	.....	.....	.....	...	31	.. .	87	3,145	....
Received, purchased or repaired	....	5,749	....	70	....	336	.....	11,831	376	400	9,266	404	2,537	216	20	552	971	2	41,959	213
Returned from service and added to stock for re-issue	....	.. ...	....	... .	...	.....	.....	.....	.....	....	.....	.. .	... .	....	....	34	.....	1	6,839	....
Total	19	6,787	13	205	98	1,416	23	11,840	740	823	9,266	404	2,537	216	20	617	971	90	51,943	213
Issued to inside service	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" outside service	3	6,193	.....	31	60	1,347	.. ..	10,265	343	339	7,210	259½	2,537	216	20	517	971	4	50,581	213
Total issue	3	6,193	....	31	60	1,347	....	10,265	343	339	7,210	259½	2,537	216	20	517	971	4	50,581	213
Balance in stock June 30, 1906	16	594	13	174	38	69	23	1,575	397	484	2,056	142½	.....	....	....	100	. ..	86	1,362	....

APPENDIX K—*Continued.*

Quantity and Cost of Mail Bags, Mail Locks, &c.—Concluded.

	Letter Carriers' Straps.	Patent Slip Label Cases.	Steel Ferrules for Cords.	Mail Locks.				Keys for Mail Locks.			Parcel Post Hampers, new and repaired.	Mail-Catching Posts, new and repaired.	Presses with stationary dies and extra dies, for lead seals.	Lead Seals.	Old Fastenings.	Miscellaneous.	Value.
				Obsolete.	International Registered, New and Repaired.	Patent Steel Clamp Lock. New.	Patent Steel Clamp Lock. Repaired.	Obsolete.	International Registered.	Patent Steel Clamp.							$ cts.
Balance in stock June 30, 1905	165	804	2,646	20,921	14	..	32	4,486	19	46	8	....	....	14,350	3,550	7,529	6,332 87
Received, purchased or repaired	627	10,500	44,000	.. ...	278	5,000	6,423	62	12	3,440	24	27	42	200,000	3,000	.....	45,647 06
Returned from service and added to stock for re-issue	45	21,933	126	.....	7	.....	11,131	....	1	52	3	. .	...	.....	7,915	....	6,031 02
Total	837	33,237	46,772	20,921	299	5,000	17,586	4,548	32	3,538	35	27	42	214,350	14,465	7,529	58,010 95
Issued to inside service	...	.....	.....	.....	.....	.....	.....	.....	..	...	...	...	....	.....	.....	.....	.....
" outside service	616	33,237	45,402	311	259	4,991	17,407	88	11	3,289	29	27	42	208,050	12,027	7,529	50,450 86
Total issue	616	33,237	45,402	311	259	4,991	17,407	88	11	3,289	29	27	42	208,050	12,027	7,529	50,450 86
Balance in stock June 30, 1906	221	.....	1,370	20,610	40	9	179	4,460	21	249	6	....	....	6,300	2,438	.....	7,560 09

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1905, the balance carried forward June 30, 1906, and the Quantity and Cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

	Dating Stamps.		Brass Crown Seals, New and Repaired.	Numbering Machines, New and Repaired.	Fac-simile Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	Revolving Cancellers		Wooden Boxes and Mullers for Stamping Sets.	Stamping Pads, New and Repaired.	Fountain Pads.	Postmarking and Cancelling Ink.			Bottles for Rubber Stamps, &c.
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gills.	
Balance in stock, June 30, 1905							1,133		53	660	136		44	4	158	
Received—Purchased or repaired	834	113	187	15	11	608	2,039	247	50	1,400	3,322	374	438		7,650	225
Returned from service and added to stock for re-issue							234		1	14	15				14	
Total	834	113	187	15	11	608	3,406	247	104	2,074	3,473	374	482	4	7,822	225
Issued to Inside Service																
" Outside Service	834	113	187	15	11	608	2,287	247	53	1,574	3,205	374	451	1	7,692	225
Total issue	834	113	187	15	11	608	2,287	247	53	1,574	3,205	374	451	1	7,692	225
Balance in stock, June 30, 1906							1,119		51	500	268		31	3	130	

APPENDIX K—*Continued.*

Stamping Material, Scales and Weights, &c.—Concluded.

	Type.			Scales.						Extra Weights.	Rubber Stamping Cushions, Large and Small.	Rental of Mail-Marking Machines,	Supplies for Mail-Marking Machines.	Brushes for Cleaning Dating Stamps.	Wooden Boxes for Ink.	Miscellaneous.	Value.
				Letter (16 oz.)		Parcel (12 lb.)		Platform, &c.									
	Figures.	Months, &c.	Rubber Fonts of, &c.	New.	Repaired, &c.	New.	Repaired, &c.	New.	Repaired, &c.								
																	$ cts.
Balance in stock, June 30, 1905	2,424	1,277	...	...	....	5	....	....	1	681	70	...	..	26	332	7	1,022 31
Received—Purchased or repaired	17,473	3,423	96	450	88	100	40	12	3	180	549	49	139	...	1,400	74	19,707 30
Returned from service and added to stock for re-issue	.....	.....	....	4	1	2	3	....	....	693	.....	..	....	...	3,622	...	896 57
Total	19,897	4,700	96	454	89	107	43	12	4	1,554	619	49	139	26	5,354	81	21,626 18
Issued to Inside Service	.....	.....	....	...	...	...	...	..	....	.....	.....	...	..	....	.....	....	....
" Outside Service	17,567	2,952	96	396	89	94	42	6	3	969	460	49	139	5	5,141	74	20,291 87
Total issue	17,567	2,952	96	396	89	94	42	6	3	969	460	49	139	15	5,141	74	20,291 87
Balance in stock, June 30, 1906	2,330	1,748	....	58	....	13	1	6	1	585	159	.....	....	11	213	7	1,334 31

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1905, the balance carried forward, June 30, 1906, and the Quantity and Cost of *Street Letter Boxes and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

	Street Letter Boxes.												D. K. Miller Safety Locks.													
	New.																									
	Wrought Iron.																									
	Old Pattern.	Flat Top for Hotels, No. 1	Sloping Top, for Cities, Large No. 2.	Sloping Top, for Cities, Small No. 3.	Sloping Top, for Towns, No. 4.	Street Letter Box, Large No. 5.	Newspapers and Parcel Boxes.	Miscellaneous Charges for.	Repaired and Converted.	Removing and Fitting up.	Repainting Street Letter Boxes.	Keys for.	Inside attached Locks, New and Repaired.	New and Repaired.	Keys for.	Mail Clerks' Tin Boxes, New and Repaired.	Tin Travelling Letter Boxes, New and Repaired.	Wooden Stores Boxes, New and Repaired.	Bougie Holders.	Tin Labels, Signs, &c.	Mail Trucks, New and Repaired.	Tin Plates for Money Order Books of Issue.	Key Chains.	Special Letter Boxes.	Miscellaneous Items.	Value.
																										$ cts.
Balance in stock, June 30, 1905	1	6	1	.....	22	8	19	109	8	....	....	9	23	100	105	4	1	....	25	....	....	....	125	5	50	1,317 28
Received, purchased or repaired	..	....	10	2	60	507	55	500	359	573	4	144	9	161	200	94	102	74	25	17	7	....	144	..	349	10,080 90
Returned from service and added to stock for reissue	..	1	1	1	6	10	7	22	3	...	...	4	16	23	458	....	2	....	....	..	....	....	1	..	58	512 95
Total	1	7	12	3	88	525	81	631	370	573	4	157	48	284	763	98	105	74	50	17	7	....	270	5	457	11,911 13
Issued to Inside Service	..	....	.....	....	....	.....	....	..	....	....	....	....	....	....	....	....	....	74	....	....	....	....	.....	..	.. ...	89 85
" Outside Service	...	3	12	3	69	319	48	537	368	573	4	139	20	161	219	92	99	....	34	17	7	...	105	..	408	10,006 33
Total issue	..	3	12	3	69	319	48	537	368	573	4	139	20	161	219	92	99	74	34	17	7	....	105	..	408	10,096 18
Balance in stock, June 30 1906	1	4	.....	. .	19	206	33	94	2	....		18	28	123	544	6	6	.. .	16	....	....	....	165	5	49	1,814 95

APPENDIX K—*Concluded.*

STATEMENT showing the balance in stock, June 30, 1905, the balance carried forward, June 30, 1906, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1905, to June 30, 1906.

—	Cloth for Letter Carriers Uniforms.	Overcoats and Pea-jackets.	Tunics.		Trousers		Monograms, Large and Small.	Brass Buttons and Numbers.	Oilskin Capes.	Helmets.	Caps.		Waterproof Coats.	Fur Collarettes.	Chamois Vests.	Waistbelts.	Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks and Brushes.	Lamps.	Miscellaneous.	Value.
			Cloth.	Serge.	Cloth.	Serge.					Cloth.	Fur.												$ cts.
Balance in stock, June 30, 1905.....	331	24	25	29	18	23	716	2,902	78	133	65	6	130	2	2	24	24	32	1	10	239	14	30	2,723 98
Purchased	3,853	338	309	597	594	498	1,728	12,800	150	319	365	144	269	25	27	100	100	1,187	2	....	192	24	4	19,566 40
Returned from service and added to stock for reissue	.. .	9	11	19	9	13	1	2,453	6	6	20	....	8	4	5	3	8	14	....	....	11	1	....	536 61
Total.....	4,184	371	345	645	621	534	2,445	18,155	234	458	450	150	407	31	34	127	132	1,233	3	....	442	39	34	22,826 99
Issued	3,956$\frac{1}{8}$	342	315	614	597	510	2,077	14,448	150	272	369	145	203	25	29	107	77	1,192	2	....	339	17	34	19,350 14
Balance in stock, June 30, 1906.....	227$\frac{7}{8}$	29	30	31	24	24	368	3,707	84	186	81	5	204	6	5	20	55	41	1	10	103	22	....	3,476 85

SIDNEY SMITH,
Controller of Postal Stores.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX L

RAILWAY MAIL SERVICE

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894–95, 1895–96, 1896–97, 1897–98, 1898–99, 1899–1900, 1900–01, 1901–02, 1902–03, 1903–04, 1904–05 and 1905–06.

Year.	Salaries.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	292,317 58		
1895-96	301,118 51	8,800 93	
1896-97	297,313 21		3,805 30
1897-98	276,075 49		21,237 72
1898-99	276,108 02	32 53	
1899-00	283,551 46	7,443 44	
1900-01	294,219 59	10,668 13	
1901-02	298,148 31	3,928 72	
1902-03	301,973 83	3,825 52	
1903-04	321,250 19	19,276 36	
1904-05	362,801 32	41,551 13	
1905-06	389,338 97	26,537 65	

Year.	Mileage.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	104,639 58		
1895-96	109,779 61	5,140 03	
1896-97	111,107 61	1,328 00	
1897-98	107,156 46		3,951 17
1898-99	108,050 85	894 39	
1899-00	114,910 59	6,859 74	
1900-01	120,660 60	5,750 01	
1901-02	120,994 46	333 86	
1902-03	122,213 93	1,219 47	
1903-04	129,185 33	6,971 40	
1904-05	136,865 41	7,680 08	
1905-06	147,348 71	19,483 30	

APPENDIX L—*Continued.*

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1,	1880	190
"	1885	290
"	1890	372
"	1895	421
"	1896	414
"	1897	385
"	1898	374
"	1899	373
"	1900	397
"	1901	398
"	1902	403
"	1903	406
"	1904	430
"	1905	450
"	1906	479

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT showing number of Railway Mail Clerks, Transfer Agents and Train Porters in the employ of this Branch, on June 30, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905 and 1906.

—	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Superintendents	9	9	9	9	9	9	9	9	9	9	8
Railway mail clerks	355	333	328	331	337	372	380	383	409	425	449
Temporary	34	31	25	21	39	5	4	4	2	2	2
Mail transfer agents	10	7	7	7	7	12	10	7	6	8	14
Temporary	6	5	5	5	5	.....	.....	....	.....	.....	.....
Train porters	....	....	....	...	..	....	....	3	4	6	6
Total	414	385	374	373	397	398	403	406	430	459	479

In addition to the above there is a staff consisting of two first class clerks, nine senior second class clerks, five junior second class clerks, two senior third class clerks, four junior third class clerks, two fourth class clerks, making a total of twenty-four, belonging to the outside service of the department, assisting the superintendents in their offices.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897–98, 1898–99, 1899–1900, 1900–01, 1901–02, 1902–03, 1903–04, 1904–05 and 1905–06.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November 1898	353,563	289,156	81·78	298	1,186
" 1899	357,426	316,804	88·63	305	1,172
" 1900	403,063	359,700	89·24	338	1,192
" 1901	453,962	419,492	92·40	330	1,375
" 1902	438,252	405,256	92·47	346	1,266
" 1903	456,709	430,975	94·37	349	1,308
" 1904	496,153	465,252	93·77	372	1,333
" 1905	513,137	487,717	95·04	375	1,368

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897–98, 1898–99, 1899–1900, 1900–01, 1901–02, 1902–03, 1903–04, 1904–05 and 1905-06.

MONTHS.	NUMBER OF		MIS-SENT.				MIS-DIRECTED.					Errors Checked against other Employees.
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registrs.	Specials.	
July 1897	95	175	26	7	1	11	....	2	....	3	53	319
August 1897	125	261	25	1	3	6	1	4	....	....	50	890
September 1897	163	299	19	1	1	2	....	2	....	1	40	2,007
October 1897	183	436	21	4	...	8	....	....	....	1	51	2,124
November 1897	103	308	13	....	....	6	....	1	....	2	47	1,724
December 1897	159	290	9	3	...	15	2	1	....	1	73	1,407
January 1898	179	380	21	....	....	9	....	....	3	....	46	1,257
February 1898	91	165	12	1	1	7	...	....	....	1	27	1,301
March 1898	139	229	4	4	1	4	...	....	....	1	41	1,280
April 1898	125	317	11	1	...	11	3	4	1	2	47	1,522
May 1898	106	205	18	3	3	3	1	...	...	1	45	1,110
June 1898	133	210	8	...	2	2	2	...	....	2	35	1,140
Total for fiscal year ended June 30,'98	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
July 1898	123	223	10	7	1	17	....	....	....	1	25	1,192
August 1898	255	672	13	3	4	9	1	....	....	....	47	1,731
September 1898	168	293	10	2	3	11	....	....	....	1	35	1,982
October 1898	188	358	14	3	2	8	3	....	1	1	47	2,564
November 1898	192	396	17	1	1	9	1	2	...	2	39	1,903
December 1898	97	271	17	5	1	15	1	....	2	....	37	1,436
January 1899	140	274	9	....	...	4	2	....	....	....	38	1,440
February 1899	134	293	11	5	....	6	....	....	....	....	30	1,634
March 1899	146	273	20	....	2	16	1	2	....	....	26	988
April 1899	105	233	10	1	....	5	3	....	2	1	16	946
May 1899	172	267	16	5	2	19	....	1	....	1	36	1,774
June 1899	109	188	20	3	3	5	....	....	....	2	35	1,630
Total for fiscal year ended June 30,'99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
July 1899	135	267	14	4	4	8	1	....	1	....	35	1,296
August 1899	134	246	31	2	6	12	....	....	1	1	34	1,096
September 1899	121	246	19	1	2	9	1	3	...	....	25	1,167
October 1899	89	140	32	2	3	7	4	..	....	....	27	936
November 1899	118	194	13	6	1	13	1	....	....	....	23	1,247
December 1899	112	172	24	6	....	10	....	1	....	3	31	931
January 1900	89	147	13	...	....	11	1	....	2	....	27	870
February 1900	93	195	20	3	1	9	....	..	....	2	20	610
March 1900	132	263	19	....	1	22	....	1	2	....	17	1,311
April 1900	105	255	14	2	....	11	....	3	1	2	14	1,088
May 1900	123	206	36	2	1	10	....	....	1	4	38	1,149
June 1900	135	224	14	1	2	8	...	....	....	....	27	923
Total for fiscal year ended June 30,'00	1,386	2,555	249	29	21	130	8	8	8	12	318	12,638

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02 1902-03, 1903-04, 1904-05 and 1905-06—*Continued.*

MONTHS.	NUMBER OF		MIS-SENT.				MIS-DIRECTED.					
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.	Specials.	Errors Checked against other Employees.
July 1900	122	222	31	3	3	12	1	2	....	....	21	1,107
August 1900	187	416	26	4	5	10	....	....	....	2	20	1,811
September 1900	191	292	15	3	3	12	2	....	....	2	21	938
October 1900	138	171	22	5	1	2	1	....	....	4	33	797
November 1900	134	272	34	1	3	8	....	....	1	5	44	873
December 1900	117	164	17	1	....	10	2	1	....	....	42	747
January 1901	85	205	23	....	....	5	3	....	1	2	26	564
February 1901	109	164	9	2	3	7	....	1	1	2	21	522
March 1901	101	184	14	2	2	2	....	....	2	2	34	652
April 1901	119	205	18	1	1	11	2	3	....	....	29	811
May 1901	110	151	17	6	5	7	....	1	....	1	32	891
June 1901	121	214	14	4	4	11	....	....	....	....	27	474
Total for fiscal year ended June 30,'01	1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
July 1901	134	299	11	5	17	7	....	....	1	....	38	726
August 1901	113	158	23	4	2	5	....	....	....	....	36	528
September 1901	111	184	17	2	1	1	1	....	....	....	20	688
October 1901	119	235	15	....	1	4	....	....	....	1	39	888
November 1901	101	157	30	....	....	2	4	....	....	10	39	705
December 1901	85	114	16	....	....	2	1	....	....	....	39	721
January 1902	86	141	14	2	....	11	....	....	....	1	46	706
February 1902	76	158	3	1	4	1	....	1	....	....	32	649
March 1902	106	154	23	....	1	6	....	....	....	....	23	779
April 1902	89	136	23	....	....	4	1	....	....	....	32	681
May 1902	61	101	11	....	....	3	1	....	....	....	43	455
June 1902	100	150	15	4	....	7	3	4	....	....	33	595
Total for fiscal year ended June 30,'02	1,181	1,987	201	18	26	53	11	5	1	12	420	8,121
July 1902	90	175	11	....	1	29	....	....	....	....	44	464
August 1902	89	118	16	3	....	12	1	....	1	....	38	557
September 1902	77	118	10	....	....	5	....	....	....	....	41	410
October 1902	79	134	14	....	....	3	1	....	....	....	32	504
November 1902	66	121	10	3	1	3	1	....	....	....	26	570
December 1902	59	143	13	....	2	5	1	2	3	2	32	680
January 1903	44	106	9	....	....	8	....	2	....	....	34	790
February 1903	97	179	18	10	2	3	3	....	....	....	33	1,093
March 1903	95	157	10	....	....	2	....	....	....	....	38	747
April 1903	60	104	14	2	....	6	1	2	....	....	43	414
May 1903	65	115	27	1	....	3	2	1	....	....	34	555
June 1903	61	112	6	....	1	4	....	....	2	....	33	376
Total for fiscal year ended June 30,'03	882	1,582	158	19	7	83	10	7	6	2	428	7,160

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent letters for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03, 1903-04, 1904-05 and 1905-06—*Concluded.*

MONTHS.	NUMBER OF		MIS-SENT.				MIS-DIRECTED.					
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.	Specials.	Errors Checked against other Employees.
July 1903	54	90	17	2	3	4	....	....	....	....	21	938
August 1903	62	114	9	7	2	9	1	....	....	....	35	805
September 1903	48	119	16	1	1	3	....	....	2	....	53	590
October 1903	69	106	23	3	2	5	....	....	....	....	37	817
November 1903	78	157	14	....	....	6	..	....	1	..	45	954
December 1903	111	259	3	1	....	14	....	....	3	....	30	638
January 1904	69	159	8	....	2	7	....	....	..	1	40	536
February 1904	53	177	16	1	....	13	....	1	....	14	34	692
March 1904	68	117	10	....	....	42	....	..	1	....	37	598
April 1904	66	127	16	5	1	14	3	....	....	....	28	551
May 1904	70	141	9	2	1	6	..	1	....	2	42	810
June 1904	56	97	12	1	1	1	....	....	3	1	47	653
Total for fiscal year ended June 30,'04	798	1,663	153	23	13	124	4	2	10	18	449	8,582
July 1904	70	140	18	4	4	14	3	....	2	....	52	655
August 1904	84	208	13	7	2	3	6	2	1	....	47	719
September 1904	95	222	15	4	1	7	5	3	.. .	2	31	810
October 1904	88	187	17	11	3	5	1	....	....	....	28	799
November 1904	92	165	14	2	....	22	5	1	....	....	45	653
December 1904	61	133	18	3	1	9	1	3	1	3	47	607
January 1905	64	120	16	1	....	36	6	....	....	9	47	814
February 1905	97	191	13	5	1	9	3	..	....	....	24	573
March 1905	92	170	22	12	4	13	8	2	2	1	39	568
April 1905	101	147	26	9	5	9	1	....	4	....	40	767
May 1905	97	185	67	5	1	18	2	1	....	....	39	673
June 1905	91	125	14	2	1	10	3	6	....	3	51	802
Total for fiscal year ended June 30,'05	1,032	1,993	253	65	23	155	44	18	10	18	490	8,440
July 1905	89	172	5	5	2	13	1	2	....	....	65	801
August 1905	88	162	58	8	1	16	1	5	....	....	53	630
September 1905	119	299	23	....	1	10	4	5	2	2	46	848
October 1905	157	242	27	6	....	11	....	5	1	2	71	1,258
November 1905	92	172	14	....	1	5	....	6	....	8	40	654
December 1905	77	119	21	2	....	19	3	....	....	1	28	697
January 1906	62	111	9	9	....	5	1	2	1	....	31	503
February 1906	93	210	20	5	4	7	3	..	1	1	44	906
March 1906	147	226	26	3	3	5	1	1	1	....	47	992
April 1906	118	193	23	7	2	12	3	6	1	....	48	770
May 1906	93	229	21	9	2	9	1	9	1	1	26	829
June 1906	126	190	75	5	3	8	1	....	....	1	39	647
Total for fiscal year ended June 30,'06	1,261	2,325	322	59	19	120	19	41	8	16	538	9,535
Total for fiscal year ended June 30,'98	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
" " " '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
" " " '00	1,386	2,555	249	29	21	130	8	8	8	12	318	12,638
" " " '01	1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
" " " '02	1,181	1,987	201	18	26	53	11	5	1	12	420	8,121
" " " '03	882	1,582	158	19	7	83	10	7	6	2	428	7,160
" " " '04	798	1,663	153	23	13	124	4	2	10	18	449	8,582
" " " '05	1,032	1,993	253	65	23	155	44	18	10	18	490	8,440
" " " '06	1,261	2,325	322	59	19	120	19	41	8	16	538	9,535

APPENDIX L—*Continued.*

RAILWAY MAIL SERVICE.

During the fiscal years 1905-06, 1095·15 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail were carried on June 30, 1906, of 20,274.

The following statement shows the details of such additional service :—

Railway.	Terminal Points.	Distance in Miles.	Service.
Berlin & Bridgeport.	Berlin - Bridgeport	2·5	Daily B. C.
Canadian Northern..	Humbolt—Edmonton..	399·9	Daily P. C.
"	Hartney Junction—Virden	87·8	"
"	Neepawa—Rossburn	83·3	Tri-weekly B. C.
"	James Bay Junction—Parry Sound	4·5	Daily B. C.
"	Oak Point—Oak Point Junction	54·	Tri-weekly B. C.
"	Barrows—Melfort	138·8	"
Canadian Pacific	Foster Junction—Knowlton	5·3	Daily B. C.
"	Lipton—Strassburg	46·	Tri-weekly B. C.
"	Wetaskiwin—Camrose	25·	"
"	Lacombe—Alix	26·6	"
Cape Breton Electric	North Sydney—Sydney Mines	3·75	Daily B. C.
Chatham & Wallaceb'rg Electric	Chatham—Wallaceburg	18·	"
Great Northern of B.C.	New Westminster—Vancouver	13·6	Semi-daily B. C.
"	Grand Forks—Phœnix	23·8	Daily B. C.
Halifax & South Western	Halifax—Liverpool	111·8	"
Orford Mountain	Kingsbury—Windsor Mills	10·	"
Preston & Galt Electric	Preston—Galt	3·5	"
Temiscaming & Northern Ontario	New Liskeard—Heaslip	21·	Tri-weekly B. C.
Tilsonburg, Lake Erie & Pacific	Tilsonburg—Ingersoll	16·	Daily B. C.
	Total	1,095 15	

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern.	Belmont—Brandon	43·1	Increased from tri-weekly to daily B.C.
"	Winnipeg—Dauphin	160·5	Additional tri-weekly service by B. C.
Canadian Pacific	Montreal—St. Philippe	18·43	Additional daily service by B. C.
"	Harriston—Mount Forest	7 5	" "
"	Larivière—Mowbray	33·1	Increased from semi to tri-weekly B.C.
"	Molson—Lac du Bonnet	22·	" " "
"	S. S. Marie—Sudbury	178·9	Additional weekly service by B. C.
"	Winnipeg—Stonewall	19·9	Additional daily service by B. C.
"	Calgary—Strathcona	190·6	" "
"	Calgary—Macleod	106·7	Change from B. C. to P. C. service.
"	Brandon—Souris	24·5	" " "
"	Arcola—Regina	109·	Increased from tri-weekly to daily B.C.
"	Cranbrook—Kimberley	18·7	" " "
Grand Trunk Ry.	Brantford—Goderich	84·87	Change from B. C. to P. C. service.
"	Brantford—Tilsonburg	34·73	Additional daily service by B. C.
"	Coteau Jct—Valleyfield	5·4	" "
"	Blackwater Jct—Midland	75·52	Change from B. C. to P. C. service.
Sydney & Glace Bay Electric	Sydney—Glace Bay	14·	Additional daily service by B. C.
Temiscaming & Northern Ontario	North Bay—New Liskeard	113·	Change from B. C. to P. C. service.

APPENDIX L—*Continued.*

DETAIL of service performed by postal and baggage car during the fiscal year 1905–06.

POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays	12,121·94
Daily, excluding Sundays	31,266·97
Tri-weekly	714·63
Weekly	546·02
	44,649·56

Or when reduced to a daily (except Sunday) basis, 45,857·54 miles.

BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays	4,045·22
Daily, excluding Sundays	23,349·15
Five times a week	45·25
Tri-weekly	2,056·52
Semi-weekly	721·14
Weekly	2,491·15
	32,708·43

Or when reduced to a daily (except Sunday) basis, 29,790·12.

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to June 30, 1906.

DATE.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage cars Distance travelled in miles.	TOTAL DISTANCE.	
				Daily.	Yearly.
In June, 1896	14,669	28,654	19,153	47,807	14,915,784
" 1895	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,049
In June, 1897	14,779	29,000	19,302	48,302	15,118,526
" 1896	14,669	28,654	19,153	47,807	14,915,784
	110	346	149	495	202,742
In June, 1898	15,324	28,540	20,855	50,395	15,773,635
" 1897	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899	15,848	31,000	21,898	52,898	16,132,255
" 1898	15,324	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1930	16,354	33,514	24,754	58,268	16,743,466
" 1899	15,848	31,000	21,898	52,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901	16,962	34,695	26,014	60,709	17,625,847
" 1900	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	882,381
In June, 1902	17,268	35,000	26,712	61,712	18,249,389
" 1901	16,962	34,695	26,014	60,709	17,625,847
	306	305	698	1,003	623,542
In June, 1903	17,441	35,262	27,340	62,602	18,666,598
" 1902	17,268	35,000	26,712	61,712	18,249,389
	173	262	628	890	417,209
In June, 1904	18,361	36,249	28,200	64,449	19,756,019
" 1903	17,441	35,262	27,340	62,602	18,666,598
	920	987	860	1,847	1,089,421
In June, 1905	19,179	40,626	29,096	69,722	20,903,947
" 1904	18,361	36,249	28,200	64,449	19,756,019
	818	4,377	896	5,273	1,147,928
In June, 1906	20,274	45,857	29,790	75,647	23,672,855
" 1905	19,179	40,626	29,096	69,722	20,903,947
	1,095	5,231	694	5,925	2,768,908

APPENDIX L—*Concluded.*

In addition to the mileage by railway the following mail service by water was performed during the fiscal year 1905–06 :—

District.	Mileage.
British Columbia	862,966
Manitoba	26,270
Ontario	316,733
Quebec	205,120
New Brunswick	126,228
Nova Scotia	192,891
Prince Edward Island	44,460
Total	1,774,668

Service performed 1904–5	1,527,493
" " 1905–6	1,774,668
Increase	247,175

B. M. ARMSTRONG,
Controller, R. M. S.

R. M. COULTER,
Deputy Postmaster General.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1905-1906

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1906

[No. 25—1907]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, G.C.M.G., &c., &c., Governor General of Canada.

May it Please Your Excellency:

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal year ending June 30, 1906.

Respectfully submitted,

FRANK OLIVER,
Minister of the Interior.

Ottawa, October 29, 1906.

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REPORT

OF THE

DEPUTY MINISTER OF THE INTERIOR

1905-6

DEPARTMENT OF THE INTERIOR,
OTTAWA, October 27, 1906.

The Honourable FRANK OLIVER,
Minister of the Interior.

SIR,—I have the honour to submit the report of the Department of the Interior for the year ending June 30, 1906, being the thirty-third annual statement of the department since its inception in 1873.

The general result of the work, as evidenced by the returns submitted by the various branches, has, on the whole, been highly satisfactory. In fact, the year has been a record one in the history of the department, both as regards immigrant arrivals and the granting of free homestead entries. There has been further an increase of $697,439.56 in the total gross revenue as compared with the previous twelve months, and the area of land disposed of by the various land companies holding grants from the Crown was nearly double the acreage sold during the year 1904-5.

From a public standpoint, these results are certainly very gratifying, for nothing, at the present stage of our national life, could contribute more largely to the extension of the trade and commerce of Canada, the development of its varied resources, and the consequent general prosperity of the country, than the settlement, by a suitable class of agriculturists, of the vast areas of arable land composing the western provinces. Too optimistic an estimate can scarcely be made of the agricultural wealth of western Canada when its possibilities are gauged by the bountiful harvests resulting from the tillage of what after all is but an insignificant part of the whole, in so far as the extent of the wheat fields is concerned. That the opening to the plough of these western lands has been one of the most potent factors in the ever increasing prosperity of the country during the last decade, should be considered as the strongest possible ground for prosecuting with increased vigour the land and immigration policy to which the satisfactory results now reported are chiefly attributable.

It has been found advisable again this year, in order to expedite the printing of the general report, to publish the report of the Surveyor General separately, and it will,

therefore, except as to the Surveyor General's own portion thereof, appear as a supplementary report under Part III.

The same remark applies to the whole report of the Chief Astronomer, which will appear in monograph form under Part V.

NEW APPOINTMENTS.

Mr. G. U. Ryley, who had been employed in the department since 1882, and who for the last twenty-two years was in charge of the Timber and Mines Branch, resigned this office on November 1, 1905, to accept a responsible position with the Grand Trunk Pacific Railway Company. Mr. Ryley, during the many years that he was attached to the permanent staff of the department at headquarters, proved himself to be a highly competent officer, and contributed largely, by his professional knowledge as a Dominion land surveyor, and by the zeal which he displayed in the discharge of his duties, to the present efficient organization of the Timber and Mines Branch.

Mr. R. H. Campbell, who has been a permanent officer of the department since 1887, was appointed on November 7, 1905, to succeed Mr. Ryley as chief of the Timber Branch. Mr. Campbell, who had previous to his promotion been charged more particularly with the administration of grazing lands, and who has a full knowledge of the regulations and of the timber resources and lumber industry of the west, is altogether well qualified to satisfactorily discharge the duties of his new office.

MINES BRANCH.

Reference should be made also to the establishment of a separate branch in connection with the administration of mines and mining lands in the western provinces, in the Yukon, and in the Northwest Territories, where the title to a considerable extent of land, both as regards the surface and under rights, is still vested in the Dominion. In view of the large increase of work affecting this particular service, and the distinctive character of the duties appertaining to the office under which matters of this class are dealt with, it has been deemed advisable, in the public interest, to establish a separate branch at headquarters through which all matters relating to mines and mining lands will in future be administered. The present arrangement, it is felt, will conduce to the more efficient and expeditious transaction of the work connected with this service. Mr. H. H. Rowatt, who has been a member of the department since 1887, and who for the last twelve years had been closely connected with the mining business of the department, was on July 1, last, appointed chief clerk in charge of the new branch. Mr. Rowatt being fully conversant with the laws and regulations respecting mines and mining lands, and thoroughly familiar with the work of the branch, there is no doubt that he is fully competent to render efficient service.

I desire to report also the appointment on May 31, 1906, of Mr. N. O. Coté as chief clerk in charge of the Patents branch, vice Mr. W. M. Goodeve deceased.

Mr. Coté has been in the employ of the department for twenty-eight years, nineteen of which he spent as assistant to the head of the Patents branch. He has on three different occasions held the responsible position of commissioner for the settlement of Northwest Half-breed claims, and his long connection with the department has enabled him to gain a thorough knowledge of the general business of the Patents branch, which specially fits him for the office of chief clerk of patents.

I beg to report also the promotion to chief clerkships of Mr. P. B. Symes and Mr. J. A. Coté. The former is to-day the oldest official of the department, having first been appointed on June 1, 1870. He has for a number of years past been acting as chief assistant to the surveyor general, and it was felt that the importance of his duties, coupled with his length of service, fully entitled him to a chief clerkship.

Mr. Coté has been in the service of the department for twenty-five years, the last fifteen of which he has been attached to the staff of the deputy minister. In view of the large increase in the correspondence and the general work of the deputy's office it was deemed necessary to appoint a responsible officer to be placed in charge of this particular work, and Mr. Coté being possessed of the necessary qualifications for the office was promoted to a chief clerkship on May 31, 1906.

DEATHS.

It is my painful duty to report the death of an old and respected officer of the department in the person of Mr. W. M. Goodeve. Mr. Goodeve first entered the Government of Canada before confederation, namely, on February 8, 1866, being then but seventeen years of age; he therefore had an uninterrupted service of forty years at the time of his death, which occurred on March 31 last. Throughout his long and useful career he proved himself to be at all times a model officer, indefatigable and conscientious in the discharge of his onerous duties as chief clerk of patents, which position he held for twenty-one years, and ever beyond reproach in all his official and public dealings. He was possessed to the full of the most sterling qualities, both of the heart and of the mind, which endeared him to all with whom he came in contact. His demise has been a serious loss to the department with which he was connected for so many years, and which he served so faithfully.

I regret to report also the death of two old and faithful officials, in the persons of Mr. John Satchell and Mr. Joseph Beaudoin. The former, who was first appointed on February 1, 1880, died on November 25, 1905, and Mr. Beaudoin, who was originally employed by the Department of Agriculture since 1885, and who was transferred to this department in 1892, died on April 8, 1906.

STATEMENT showing Gross Revenue (Cash and Scrip) received from all sources during the Fiscal Year 1905-1906, compared with the receipts of the previous year.

Revenue.	Fiscal Year 1905-6. Cash and Scrip	Fiscal Year 1904 5. Cash and Scrip	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion lands	1,709,315 28	1,339,382 35	369,932 93		
School lands	608,960 79	332,914 48	276,046 31		
Ordnance lands	10,893 17	10,346 90	546 27		
Registration fees	180,310 73	123,082 86	57,227 87		
Fines and forfeitures, N.W.T.	3,304 77	10,018 49		6,713 72	
Casual revenue	8,496 09	4,202 14	4,293 95		
Seed grain	12,577 29	16,471 34		3,894 05	
	2,533,858 12	1,836,418 56	708,047 33	10,607 77	697,439 56

DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1906-1906, compared with the receipts for the previous fiscal year.

Agencies, &c.	Cash and Scrip 1905-1906	Cash and Scrip 1904-1905.	Decrease.	Increase.
Yukon Territory.	$ cts.	$ cts.	$ cts.	$ cts.
Sales of land	6,949 29	7,637 04	687 75	
Rentals of land	14,549 92	18,496 93	3,947 01	
Survey fees	100 00	100 00		
Map sales, office fees, &c.	111 50	161 00	49 50	
Timber dues	20,637 69	25,503 97	4,866 28	
Coal lands	550 30	69 93		480 37
Hay lands	194 50	283 00	88 50	
Grazing lands	10 00	9 92		0 08
Mining fees	86,842 75	92,854 00	6,011 25	
Export tax on gold	163,963 25	206,755 87	42,792 62	
Hydraulic leases	9,391 89	6,957 05		2,434 84
Dredging leases	881 70	385 78		495 92
Free miner's certificates	28,118 02	46,022 53	17,904 51	
Free certificates for export of gold	381 50	452 00	70 50	
Royalty on water sold		65 65	65 65	
Suspense account	2,295 75	953 50		1,342 25
	334,978 06	406,708 17	76,483 57	4,753 46
Dominion Lands Agencies.				
Alameda	48,565 37	30,225 25		18,340 12
Battleford	81,154 52	38,397 56		42,756 96
Brandon	15,505 70	11,946 33		3,559 37
Calgary	105,710 00	43,585 27		62,124 73
Dauphin	8,809 35	7,086 07		1,723 28
Edmonton	77,585 97	36,133 56		41,452 41
Kamloops	24,423 57	13,095 36		11,328 21
Lethbridge	184,345 08	63,305 95		121,039 13
Minnedosa	5,456 19	5,586 59	130 40	
New Westminster	4,994 60	4,431 85		562 75
Prince Albert	25,815 07	25,128 30		686 87
Red Deer	43,811 74	24,953 77		18,857 97
Regina	164,027 79	107,939 13		56,088 66
Winnipeg	47,262 22	26,925 00		20,337 22
Yorkton	56,513 55	55,326 56		1,186 99
	893,980 82	494,066 55	130 40	400,044 67
Carried forward	1,228,958 88	900,774 72	76,613 97	404,798 13

NOTE.—Decrease in Yukon Revenue, $71,730 11.
Increase in Land Agencies, $399,914.27.

DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1905-1906, compared with the receipts for the previous fiscal year.

Agencies, &c.	Cash and Scrip 1905-1906.	Cash and Scrip 1904-1905.	Decrease.	Increase.
	$ cts.	$ cts.	$ cts.	$ cts.
Brought forward	1,228,958 88	900,774 72	76,613 97	404,798 13
Crown Timber Agencies.				
Alameda	86 00	143 00	57 00	
Battleford	134 75	561 80	427 05	
Brandon	115 85	764 75	648 90	
Calgary	16,940 18	16,443 09		497 09
Dauphin	11,126 38	9,398 26		1,728 12
Edmonton	18,759 74	37,255 14	18,495 40	
Lethbridge	1,057 30	623 62		433 68
Minnedosa	1,083 08	890 60		192 48
New Westminster	82,482 97	70,979 27		11,503 70
Prince Albert	28,327 61	38,057 77	9,730 16	
Red Deer	337 66	1,017 68	680 02	
Regina	500 25	292 55		207 70
Winnipeg	110,154 02	64,689 16		45,464 86
Yorkton	941 05	330 80		610 25
	272,046 84	241,447 49	30,038 53	60,637 88
Miscellaneous.				
Rocky Mountains Park of Canada	18,883 83	14,059 55		4,824 28
Irrigation fees	528 25	303 00		225 25
Map sales, office fees, &c.	5,032 94	3,908 48		1,124 46
Survey fees	115,995 80	122,668 22	6,672 42	
Patent fees	426 25	560 00	133 75	
Examination fees, D. L. S.	474 00	906 50	432 50	
Refunds of refunds	154 44	285 50	131 06	
Mining fees	965 00	1,147 00	182 00	
Hay lands	2,685 55	2,152 99		532 56
Dredging leases	942 92	6,730 12	5,787 20	
Grazing leases	51,653 89	41,372 76		10,281 13
Coal lands	1,735 88	698 90		1,036 98
Rent of water power	115 93	49 77		66 16
Rentals of land	191 24	115 74		75 50
Assay charges	1,111 17	1,480 67	369 50	
Suspense account	6,652 14			6,652 14
Miscellaneous	760 33	720 94		39 39
	208,309 56	197,160 14	13,708 43	24,857 85
	1,709,315 28	1,339,382 35	120,360 93	490,293 86
Refunds	33,418 36	25,786 90		7,631 46
Total	1,675,896 92	1,313,595 45	120,360 93	482,662 40

NOTE.—Increase in Crown Timber Agencies, $30,599.35.
" Miscellaneous, including refunds, $3,517.96.
Net increase, $362,301.47.

STATEMENT of Receipts of Dominion Lands Revenue for the Fiscal Year ended June 30, 1906, compared with the Receipts for the previous year.

(NET CASH REVENUE.)

Particulars.	1905-1906.	1904-1905.	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Homestead fees	417,834 25	304,806 25	113,028 00		
Improvements	31,795 19	21,571 25	10,223 94		
General sales of land	442,588 69	154,128 04	288,460 65		
Map sales, office fees, &c	6,042 34	4,879 13	1,163 21		
Timber dues	292,684 53	266,951 46	25,733 07		
Grazing lands	51,583 89	36,145 32	15,438 57		
Coal lands	2,286 18	768 83	1,517 35		
Hay permits	2,880 05	2,435 99	444 06		
Mining fees	87,807 75	94,001 00		6,193 25	
Hydraulic leases	9,391 89	6,957 05	2,434 84		
Dredging leases	1,824 62	7,115 90		5,291 28	
Export tax on gold	163,963 25	206,755 87		42,792 62	
Free miner's certificates	28,118 02	46,022 53		17,904 51	
Rent of water power	115 93	49 77	66 16		
Royalty on water sold		65 65		65 65	
Free certificates for export of gold	381 50	452 00		70 50	
Patent and interchange fees	976 25	1,205 00		228 75	
Survey fees	116,095 80	122,768 22		6,672 42	
Irrigation fees	528 25	303 00	225 25		
Extra assay charges	1,111 17	1,480 67		369 50	
Rocky Mountains Park of Canada	18,883 83	14,044 55	4,839 28		
Yoho Park					
Rentals of lands	14,980 97	18,694 48		3,713 51	
Fees *re* examinations of D.L.S	474 00	906 50		432 50	
Suspense account	8,947 89		8,947 89		
Miscellaneous	284 47	1,976 94		1,692 47	
	1,701,580 71	1,314,485 40	472,522 27	85,426 96	
Refunds	33,418 36	22,184 26	11,234 10		
Totals	1,668,162 35	1,292,301 14	461,288 17	85,426 96	375,861 21

REGISTRATION FEES, NORTHWEST TERRITORIES.

STATEMENT of Registration Fees from commencement to June 30, 1906.

Fiscal Year.	Assiniboia (Regina.)	North Alberta (Edmonton.)	South Alberta (Calgary.)	East Saskatchewan (Pr. Albert.)	WestSaskatchewan (Battleford.)	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1879-1880					190 00	190 00
1880-1881					271 00	271 00
1881-1882					194 50	194 50
1882-1883	343 75					343 75
1883-1884	396 45				50 00	446 45
1884-1885	983 65			177 42	3 00	1,164 07
1885-1886	1,161 90		254 35	212 00	10 80	1,639 05
1886-1887	2,499 29	497 60	216 40	421 85		3,635 14
1887-1888	3,527 75	531 27	2,876 44	1,696 71	99 17	8,731 34
1888-1889	3,601 62	381 97	3,133 86	956 27	105 69	8,179 41
1889-1890	4,901 26	475 62	4,580 12	1,018 79	107 19	11,082 98
1890-1891	5,332 16	585 82	5,554 35	2,021 37	89 61	13,583 31
1891-1892	4,810 89	1,160 56	4,090 52	1,409 34	156 32	11,627 63
1892-1893	6,042 15	1,982 33	4,146 02	1,157 21	110 27	13,437 98
1893-1894	6,236 41	2,722 74	2,852 44	1,049 65	86 29	12,947 53
1894-1895	5,161 74	2,653 97	3,219 50	730 22	89 23	11,854 66
1895-1896	4,489 29	2,713 66	2,097 61	728 20	73 20	10,101 96
1896-1897	5,339 55	1,900 76	1,991 90	848 75	123 78	10,204 74
1897-1898	7,411 33	2,485 45	3,526 85	737 50	102 37	14,263 50
1898-1899	9,275 55	3,553 73	3,608 90	1,151 95	31 75	17,621 88
1899-1900	11,222 65	5,395 50	4,078 44	1,354 10	189 15	22,239 84
1900-1901	14,317 20	6,995 50	5,207 43	1,662 70	51 13	28,233 96
1901-1902	18,893 55	11,700 70	8,190 78	3,081 73	71 18	41,937 94
1902-1903	36,355 00	20,849 90	11,298 55	6,131 90	206 99	74,842 34
1903-1904	55,539 60	23,930 28	18,031 45	7,508 70	456 35	105,466 38
1904-1905	63,645 40	23,836 55	22,673 38	10,389 35	772 58	121,317 26
1905-1906	90,466 65	35,574 70	35,210 01	14,377 85	2,963 97	178,593 18
	361,954 79	149,928 61	146,839 30	58,823 56	6,605 52	724,151 78

STATEMENT of the Rocky Mountains Park Revenue for the Fiscal Year ended June 30, 1906, as compared with the revenue for previous year.

Particulars.	Fiscal Year 1905-1906	Fiscal Year 1904-1905.	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Rent	4,520 59	4,155 75	364 84		
Timber dues	3,294 69	1,405 57	1,889 12		
Water rates	840 00	200 00	640 00		
Cave and basin (tickets)	2,356 50	1,885 75	470 75		
Hot springs (tickets)	2.332 25	719 50	1,612 75		
Dog licenses	155 00	132 00	23 00		
Livery licenses	335 00	284 00	51 00		
Peddler's licenses	10 00	14 00		4 00	
Billiard licenses	70 00	100 00		30 00	
Boat licenses		80 00		80 00	
Butcher licenses	30 00	20 00	10 00		
Camping permits	7 00	9 00		2 00	
Transfer fees	72 00	94 00		22 00	
Grazing lands	322 50	165 00	157 50		
Coal lands	4,361 30	4,223 83	137 47		
Rent of old office		45 00		45 00	
Quarry permits	177 00		177 00		
Fines		100 00		100 00	
Sale of vacant buildings		405 25		405 25	
Miscellaneous		5 90		5 90	
Totals	18,883 83	14,044 55	5,533 43	694 15	4,839 28

STATEMENT showing yearly the Gross Revenue (in cash only) received from all sources during the twenty years ending June 30, 1906.

Fiscal Year.	Dominion Lands (Cash).	School Lands.	Seed Grain.	Ordnance Lands.	Fines and Forfeitures.	Registration Fees.	Casual Revenue.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1886-1887	183,114 78	35,707 41	.....	21,676 57	3,249 25	3,317 16	90 15	247,155 32
1887-1888	223,360 73	42,045 11	.....	36,239 88	1,267 05	7,212 02	372 79	310,497 58
1888-1889	243,046 84	52,354 94	26,146 13	42,072 07	739 25	6,543 53	1,075 36	371,978 12
1889-1890	224,770 16	45,188 57	5,017 44	29,921 61	958 75	8,866 39	261 63	314,984 55
1890-1891	268,751 35	38,826 33	3,385 60	54,229 69	1,595 02	10,866 65	627 81	380,282 45
1891-1892	337,106 07	136,131 80	5,957 65	42,360 80	788 92	9,302 11	532 14	532,179 49
1892-1893	303,550 86	82,615 22	5,866 21	33,776 90	777 00	10,750 38	1,331 96	438,668 53
1893-1894	214,540 30	47,574 11	2,339 16	22,318 20	864 15	10,358 02	1,982 04	299,975 98
1894-1895	171,085 48	47,665 10	2,752 56	22,645 97	693 85	9,811 77	875 36	255,530 09
1895-1896	174,509 38	56,584 32	8,748 05	17,550 28	502 00	8,737 87	1,920 66	268,552 56
	2,343,835 95	584,692 91	62,212 80	322,791 97	11,435 24	85,765 90	9,069 90	3,419,804 67
1896-1897	187,424 19	24,292 43	9,887 13	9,831 27	1,316 00	8,997 24	2,683 05	244,431 31
1897-1898	980,313 10	52,410 82	12,351 71	22,537 17	529 06	14,263 50	260 92	1,082,666 28
1898-1899	1,563,020 74	41,249 77	12,388 69	12,349 65	2,801 03	19,220 73	2,620 91	1,653,651 52
1899-1900	1,410,883 48	220,874 78	15,271 84	11,043 53	1,452 92	21,751 90	3,664 00	1,684,942 45
1900-1901	1,533,197 07	48,049 83	15,711 63	14,604 47	1,977 96	33,979 77	1,587 57	1,649,108 30
1901-1902	1,254,333 56	193,410 75	20,293 06	16,967 36	1,955 61	50,854 99	3,900 62	1,541,715 95
1902-1903	1,716,597 20	392,206 93	28,789 97	17,612 79	5,220 88	81,404 18	2,230 26	2,244,062 21
1903-1904	1,478,106 33	233,769 62	26,122 30	30,494 34	5,911 92	109,233 73	3,402 94	1,887,041 18
1904-1905	1,314,485 40	332,914 48	16,471 34	10,346 90	10,018 49	123,082 86	4,258 14	1,811,577 61
1905-1906	1,701,580 71	608,960 79	12,577 29	10,893 17	3,304 77	180,310 73	8,496 09	2,526,123 55
	13,139,941 78	2,148,140 20	169,864 96	156,680 65	34,488 64	643,099 63	33,104 50	16,325,320 36
	15,483,777 73	2,732,833 11	232,077 76	479,472 62	45,923 88	728,865 53	42,174 40	19,745,125 03

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to June 30, 1906.

Fiscal Year.	Homestead Fees.	Preemption Fees.	Improvements.	Sales.		Map Sales, Office and Registration Fees, &c.	Surveyor's Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.
				Cash.	Scrip.					
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73	6,960 00			19,170 20						109 25
1873-74	7,310 00			19,834 75				125 50		2,710 55
1874-75	11,510 00			13,666 90		129 00				2,335 25
1875-76	4,680 00			3,478 94	320 00					387 00
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00	320 00
1877-78	14,540 00			2,794 86	120,159 54		180 00		290 00	1,620 00
1878-79	17,690 00			4,998 39	210,904 84	81 00	310 00	13 70	410 00	325 00
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,964 55
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71
1891-92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35
1892-93	37,689 74		7,113 50	93,671 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,865 24
1893-94	36,462 26		3,497 76	53,254 71	27,840 96	973 11	40 00	13,457 09	11,097 00	81,290 51
1894-95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,566 90	74,079 20
1895-96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47
1896-97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,527 50	68,992 82
1897-98	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	10 00	21,242 66	10,042 00	119,313 78
1898-99	58,235 00		4,297 62	116,598 35	21,307 58	1,262 05	20 00	75,085 95	13,549 50	155,360 63
1899-1900	72,690 00		4,835 81	103,247 58	88,756 22	1,258 85	190 00	38,072 54	14,937 00	126,345 82
1900-1901	79,910 00		5,213 32	40,360 93	326,270 03	3,874 14	165 00	70,970 54	12,722 00	209,399 32
1901-1902	144,425 00		8,481 46	66,950 21	169,767 13	5,792 96	370 00	71,997 30	663 00	207,790 90
1902-1903	320,409 65		11,829 08	155,507 59	158,452 66	5,911 96	365 00	125,158 56	595 00	470,916 93
1903-1904	255,772 36		15,119 47	196,750 15	188,424 22	5,549 13	463 50	81,550 46	1,081 00	397,344 33
1904-1905	304,806 25		21,571 25	154,128 04	19,644 59	4,879 13	906 50	144,924 31	1,205 00	266,951 46
1905-1906	417,834 25		31,795 19	442,588 69	7,654 57	6,042 34	474 00	141,948 55	976 25	292,684 53
	2,374,129 49	206,741 01	169,084 16	4,688,238 51	3,675,325 56	61,793 01	8,849 00	1,083,923 12	221,039 03	3,696,687 09

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to June 30, 1906—*Concluded.*

Fiscal Year.	Grazing Lands.		Hay Permits, Mining, Stone Quarries, &c.		Rocky Mountains Park of Canada.	Colonization Lands.		Gross Revenue.	Refunds.	Net Revenue.
	Cash.	Scrip, &c.	Cash.	Scrip.		Cash.	Scrip.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73								26,239 45		26,239 45
1873-74								29,980 80		29,980 80
1874-75								27,641 15		27,641 15
1875-76								8,865 94		8,865 94
1876-77								140,755 02		140,755 02
1877-78								139,584 40		139,584 40
1878-79								234,732 93		234,732 93
1879-80								206,801 37	4,636 08	202,165 29
1880-81								206,990 54	5,038 22	201,952 32
1881-82	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83	22,844 43		913 91			248,492 01		1,051,403 60	8,746 05	1,042,657 55
1883-84	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87	14,242 77	39,487 67	1,570 40	80 00				588,532 80	19,543 16	568,989 64
1887-88	5,922 47	23,023 28	2,273 73	80 00	2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89	2,207 69	16,802 63	3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90	1,305 57	9,021 63	9,242 08		1,094 37			462,536 26	8,209 74	454,326 52
1890-91	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94	5,740 79	7,687 86	6,243 15		2,523 92			250,069 12	4,544 01	245,525 11
1894-95	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96	7,071 86	6,255 90	5,813 51		2,734 82			227,694 93	8,368 79	219,326 14
1896-97	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
1897-98	4,728 58	510 39	699,334 76		3,045 65			1,009,741 63	4,678 55	1,005,063 08
1898-99	5,245 88		1,130,371 60		2,994 16			1,584,328 32	32,296 39	1,552,031 93
1899-1900	8,382 86	4,083 30	1,038,195 42	20 00	2,727 60			1,503,743 00	23,062 28	1,480,680 72
1900-1901	4,726 28	14,671 99	1,101,808 33	20 00	4,047 31			1,874,159 09	18,368 85	1,855,790 24
1901-1902	7,292 46	8,409 27	737,878 43		*2,861 13			1,432,679 25	27,165 55	1,405,513 70
1902-1903	13,913 33	15,041 33	607,722 05		*5,063 69			1,890,886 83	21,519 84	1,869,366 99
1903-1904	19,790 27	15,202 15	495,579 18		*9,198 48			1,681,824 70	36,721 75	1,645,102 95
1904-1905	36,145 32	5,237 36	364,923 59		*14,059 55			1,339,382 35	25,786 90	1,313,595 45
1905-1906	51,583 89	80 00	296,769 19		18,883 83			1,709,315 28	33,418 36	1,675,896 92
	294,668 19	224,732 60	6,539,626 38	360 00	*90,197 83	857,461 08	30,460 50	24,224,316 56	449,154 59	23,775,161 97

* Including scrip.

REVENUE.

The gross revenue of the department from all sources, as will be seen from the above statement, amounted to $2,533,858.12, which is a net increase of $697,439.56 over the receipts of the previous twelve months.

It will be observed that the largest item of increase was on account of Dominion lands proper, the total revenue under this head for the last decade being $13,139,941.78, as compared with $2,343,835.95 for the preceding ten years. When it is considered that the bulk of this revenue is made up of homestead fees and mining, grazing, timber and hay dues, the enormous increase above mentioned must be accepted as the strongest possible indication of the substantial and rapid development which has been going on in the settlement of western lands during the past few years.

STATEMENT of Land Sales by Railway Companies having Government

YEAR.	HUDSON'S BAY COMPANY.		CANADIAN PACIFIC RAILWAY COMPANY.		MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY COMPANY.		QU'APPELLE, AND SASKATCHEWAN RAILROAD BOAT
	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.
		$		$		$	
1893.....	.....	.....	93,184	295,288	14,164	57,559	1,603
1894.....	7,526	48,225	43,155	131,628	6,312	28,003	640
1895	4,431	23,209	55,453	176,950	5,623	22,330	2,391
1896.....	9,299	52,410	66,624	220,360	21,254	88,568	286
1897..... ..	10,784	53,277	135,681	431,095	63,800	234,644	2,524
1898.....	62,000	310,000	242,135	757,792	106,473	363,982	22,534
1899.....	56,875	274,625	251,832	814,857	58,019	199,458	61,030
(Fiscal Year)							
1900...	70,196	352,631	379,091	1,152,836	133,507	437,449	18,932
(Fiscal Year)							
1901.....	82,308	399,804	339,985	1,046,665	59,749	214,953	22,266
(Fiscal Year)							
1902...	269,577	1,412,332	1,362,478	4,440,500	206,411	713,365	39,835
(Fiscal Year)							
1903..... ...	330,046	1,939,804	2,260,722	8,472,250	250,372	699,210	843,900
(Fiscal Year)							
1904.....	144,857	879,910	857,474	3,516,864	29,522	113,303	....
(Fiscal Year)							
1905.....	139,721	865,905	411,451	2,045,800	80,342	296,936	....
(Fiscal Year)							
1906.....	236,191	1,863,375	1,012,322	6,015,060	83,418	360,889	.....
Total.	1,423,811	8,475,507	7,521,587	29,517,945	1,118,966	3,830,649	1,015,941

Land Grants and by the Hudson's Bay Company.

Long Lake Katchewan and Steam-Company.	Calgary and Edmonton Railway Company.		Canadian Northern Railway Company.		Great North-West Central Railway Company.		Totals.	
Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
$		$		$		$		$
... .	11,260	.....	.....	.....	.....	.....	120,211	352,847
....	11,035	....	....	.....	.....	....	68,668	207,856
.....	46,815	.....	.....	.....	....	....	114,713	222,489
....	10,553	....	.....	.....	... .	....	108,016	361,338
.....	9,436	... .	.....	....	.....	....	222,225	719,016
.....	15,481	..... .	....	.....	.....	.....	448,623	1,431,774
178,517	24,738	53,335	.....	.....	.....	....	462,494	1,520,792
53,974	46,653	128,256	.....	.....	.....	.....	648,379	2,125,146
74,810	116,719	352,037	.....	.....	.....	....	621,027	2,088,269
147,365	323,494	1,033,396	.....	.....	....	.....	2,201,795	7,746,958
1,476,900	231,800	909,600	183,736	631,503	128,435	522,490	4,229,011	14,651,757
. .... .	129,007	563,507	64,469	313,575	41,858	177,081	1,267,187	5,564,240
.....	109,191	512,898	231,707	1,221,469	17,593	103,564	990,005	5,046,572
... .	85,784	480,063	204,966	1,014,351	20,003	137,503	1,642,684	9,871,241
1,931,566	1,171,966	4,033,092	684,878	3,180,898	207,889	940,638	13,145,038	51,910,295

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the fiscal year ending June 30, 1905, and June 30, 1906, respectively:—

	Fiscal Year, June 30, 1905.		Fiscal Year, June 30, 1906.	
	No. of Entries.	Acres.	No. of Entries.	Acres.
Homesteads	30,819	4,931,040	41,869	6,699,040
Sales		51,789		105,135

The following statement shows the number of homestead entries reported in each year since 1874:—

Departmental Year ended	Number of Entries.
October 31, 1874	1,376
" 31, 1875	499
" 31, 1876	347
" 31, 1877	845
" 31, 1878	1,788
" 31, 1879	4,068
" 31, 1880	2,074
" 31, 1881	2,753
" 31, 1882	7,483
" 31, 1883	6,063
" 31, 1884	3,753
" 31, 1885	1,858
" 31, 1886	2,657
" 31, 1887	2,036
" 31, 1888	2,655
" 31, 1889	4,416
" 31, 1890	2,955
" 31, 1891	3,523
" 31, 1892	4,840
" 31, 1893	4,067
" 31, 1894	3,209
December 31, 1895	2,394
" 31, 1896	1,857
" 31, 1897	2,384
" 31, 1898	4,848
" 31, 1899	6,689
June 30, 1900	7,426
" 30, 1901	8,167
" 30, 1902	14,673
" 30, 1903	31,383
" 30, 1904	26,073
" 30, 1905	30,819
" 30, 1906	41,869

STATEMENT showing the Number of Homestead Entries by Month for the Fiscal Years ending June 30, 1902, 1903, 1904, 1905 and 1906.

Fiscal Year.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	Total.
1902.....	939	773	582	783	762	825	809	928	1,207	2,078	2,199	2,788	14,673
1903.....	2,622	1,904	1,416	2,142	2,482	1,640	1,109	1,165	2,325	5,778	4,109	4,691	31,383
1904.....	3,438	2,288	1,845	1,958	2,406	1,570	1,240	1,128	1,330	2,322	2,948	3,600	26,073
1905	3,011	2,360	2,015	2,005	2,652	1,902	1,407	1,169	2,426	3,781	3,916	4,175	30,819
1906	3,751	3,040	2,406	2,771	3,468	2,335	1,903	2,036	4,018	6,189	4,583	5,369	41,869

Statement showing the number of homestead entries made during the fiscal year ended June 30, 1906, and the nationality of the homesteaders, as reported by the several agencies of the department in Manitoba, Saskatchewan, Alberta and British Columbia:—

Nationalities.	No. of entries.
Canadians from Ontario	7,584
" Quebec	792
" Nova Scotia	348
" New Brunswick	245
" Prince Edward Island	176
" Manitoba	1,531
" Saskatchewan	470
" Alberta	393
" British Columbia	122
Persons who had previous entry	2,951
Newfoundlanders	17
Canadians returned from the United States	703
Americans	12,485
English	5,897
Scotch	1,657
Irish	543
French	317
Belgians	159
Swiss	56
Italians	14
Roumanians	65
Syrians	29
Germans	1,024
Austro-Hungarians	2,193
Hollanders	75
Danes (other than Icelanders)	109
Icelanders	170
Swedes	589
Norwegians	431
Russians (other than Mennonites and Doukhobors)	534
Mennonites	143

Nationalities.	No. of entries.
Doukhobors	7
Chinese	——
Japanese	——
Persians	1
Australians	14
New Zealanders	12
Canadians from Yukon	6
Turks	2
South African	2
Trinidad	1
Jamaica, 1, Peru, 1	2
Total	41,869

Representing 105,420 souls.

Statement showing the number of homestead entries made during the fiscal year ended June 30, 1906, by persons coming from the various states and territories of the American Union:—

Arizona	7
Alabama	2
Alaska	4
Arkansas	28
California	101
Carolina, North	8
Carolina, South	—
Colorado	45
Columbia, District of	—
Connecticut	19
Dakota, North	3,366
Dakota, South	468
Delaware	1
Florida	3
Georgia	1
Idaho	201
Illinois	570
Indiana	222
Indian Territory	46
Iowa	830
Kansas	263
Kentucky	12
Louisiana	2
Maine	39
Maryland	2
Massachusetts	123
Michigan	635

Minnesota	2,990
Mississippi	7
Missouri	158
Montana	346
Nebraska	279
Nevada	8
New Hampshire	8
New Jersey	9
New Mexico	23
New York	135
Ohio	255
Oklahoma	171
Oregon	210
Pennsylvania	93
Rhode Island	18
Tennessee	5
Texas	47
Utah	60
Vermont	19
Virginia	32
Washington	653
Wisconsin	634
Wyoming	30
	13,188

STATEMENT showing the Number of Letters Patent issued by the Department of the Interior in each Year since 1874.

Period.	Number issued.
Year ended October 31, 1874	536
" 31, 1875	492
" 31, 1876	375
" 31, 1877	2,156
" 31, 1878	2,597
" 31, 1879	2,194
" 31, 1880	1,704
" 31, 1881	1,768
" 31, 1882	2,766
" 31, 1883	3,591
" 31, 1884	3,837
" 31, 1885	3,257
" 31, 1886	4,570
" 31, 1887	4,599
" 31, 1888	3,275
" 31, 1889	3,282
" 31, 1890	3,273

Period.	Number Issued.
Year ended October 31, 1891	2,449
" 31, 1892	2,955
" 31, 1893	2,936
" 31, 1894	2,553
Year ended December 31, 1894	2,682
" 31, 1895	2,118
" 31, 1896	2,665
" 31, 1897	2,972
" 31, 1898	3,037
" 31, 1899	3,904
Six months ended June 30, 1900	1,970
Year ended June 30, 1901	6,461
" 30, 1902	8,768
" 30, 1903	7,349
" 30, 1904	6,890
" 30, 1905	8,798
" 30, 1906	12,370

STATEMENT showing the number of Homestead Entries in the several Dominion Lands Agencies, since January 1, 1900.

Agency.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Alameda	792	658	3,384	2,123	1,366	2,031	2,346
Battleford	3	18	487	1,590	2,259	5,183	7,365
Brandon	553	441	1,288	685	396	232	162
Calgary	679	936	1,707	2,383	2,609	2,113	2,067
Dauphin	535	299	407	484	490	499	626
Edmonton	1,309	1,699	2,733	3,244	2,597	3,094	4,584
Kamloops	65	52	110	109	192	113	79
Lethbridge	347	605	1,268	1,543	1,945	1,786	1,751
Minnedosa	290	375	445	417	203	200	257
New Westminster	24	24	33	24	35	29	29
Prince Albert	359	601	1,637	2,869	1,837	1,960	1,888
Regina	985	1,318	4,158	8,134	6,432	9,883	11,944
Red Deer	785	890	1,341	1,489	1,460	2,629	3,861
Winnipeg	610	722	846	1,158	746	629	761
Yorkton	514	470	2,371	6,430	3,946	4,264	4,149
	7,850	9,108	22,215	32,682	26,513	34,645	41,869

STATEMENT showing the Number of Homestead Entries for the Ten Years ending June 30, 1906, and total Number of Entries made during the same period by persons coming from the United States and British Isles.

Fiscal Year.	Total.	U. S. A.	British Isles.	U. S. A. and British Isles.
1897	2,384	199	404	603
1898	4,848	477	553	1,030
1899	6,689	981	807	1,788
1900	7,426	1,462	928	2,390
1901	8,167	2,191	940	3,131
1902	14,673	5,162	1,580	6,742
1903	31,383	11,841	3,876	15,717
1904	26,073	8,255	4,664	12,919
1905	30,819	9,015	5,930	14,945
1906	41,869	13,188	8,097	21,285
Total	174,331	52,771	27,779	80,550

HOMESTEAD ENTRIES AND SALES.

The foregoing statements, which are in fact a concise expression of the work done by the department during the year, are most satisfactory. Forty-one thousand eight hundred and sixty-nine entrants, representing a total population of 105,420 souls are positively known to have taken up homesteads in western Canada during the twelve months ending June 30, 1906. When it is considered that 27,251 of these entrants were persons coming from outside of Canada, or who had not received previous entry, it will be seen that approximately over 65,000 of the immigrants who came to Canada last year actually settled on the government free lands. This fact is of interest when considering the question of immigration generally, as it indicates very clearly that from official statistics, of the accuracy of which there cannot possibly be any question, over one-third of the immigrant arrivals for the year ending June 30, last, are known to be located on free homesteads as independent agriculturists.

The total number of entries recorded is the largest by over 10,000 of any year since the inception of the department, and represents a total revenue in fees alone of $417,834.25. During the last five years there were 144,823 entries in all granted, from which a total revenue of $1,443,247.51 has been derived. It will also be observed that out of the 41,869 entries granted last year, 20,582 were made by persons coming from the United States or the British Isles.

Reference should also be made here to the large increase in the number of letters patent issued during the past year. While there were but 2,665 letters patent issued in 1896, the number had risen to 12,370 for the past year. This increase was not unexpected in view of the fact that over 100,000 entries had been granted during the years 1902-3-4 and 1905, and it must follow that within the next few years, when the 144,823 settlers who entered for homesteads during the past five years earn title to their holdings, there will be a still further increase in the number of patents issued. The consideration at headquarters of the applications for patents and the subsequent issue of the title deeds involves a considerable amount of work, and provision should

be made in advance to meet the new requirements in the way of suitable office accommodation, in order to prevent congestion in the work and delay in the issue of the letters patent.

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment :—

Departmental Year ended October 31.	Letters Received.	Letters Sent.	Total.
1874	3,482	4,120	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,586	6,179	11,755
1880	8,222	9,940	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	32,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705
1889	48,316	50,500	98,816
1890	36,200	36,008	72,208
1891	38,000	36,267	74,267
1892	41,990	42,203	84,193
1893	50,794	48,145	98,939
1894	48,619	50,840	99,459
1895	49,991	45,898	95,889
1896	47,501	44,238	91,739
1897	65,714	64,147	129,861
1898	88,913	87,845	176,758
1899	95,023	91,876	186,899
1900	121,219	133,177	254,396
1901	144,978	136,348	281,326
1902	167,200	185,548	352,748
1903 (From June 30, 1902 to July 1, 1903)	185,582	223,463	409,045
1904 (From June 30, 1903 to July 1, 1904)	222,316	274,675	496,991
1905 (From June 30, 1904 to July 1, 1905)	245,470	302,723	548,193
1906 (From June 30, 1905 to July 1, 1906)	407,794	529,465	937,259

The number of registered letters during the Departmental year 1906 was: Received, 6,993; Sent, 32,447.

CORRESPONDENCE AND OFFICE ACCOMMODATION.

I desire to draw particular attention to this matter, as I consider it one of very grave importance in connection with the proper transaction of public business and the general administration of the department. The correspondence has assumed such proportions of late years, as shown from the foregoing statement, that it has become physically impossible with the limited space at the disposal of the department to handle the same with the efficiency and promptness which the importance of the subjects dealt with would demand in the public interest. When it is considered that nearly one million letters were handled through the registration branch during the past twelve months alone, over 400,000 of which were letters received from all parts of the world from persons making inquiry in a large proportion of cases about

matters which had already come up for consideration, one scarcely realizes the enormous amount of work required to attach each letter to the file to which it properly belongs. With the limited accommodation now provided in the Langevin Block, and owing chiefly to the fact that it has been found necessary to transfer some of the most important branches of the department to rented quarters in other parts of the city, the greatest difficulty is being experienced in having the official documents properly recorded. Steps are now being taken to rearrange the offices of the Patents and Registration branches, consequent upon the moving of the Timber and Mines offices to the Canadian building, but nevertheless it is felt that such arrangement can only be of a temporary character, for there is no doubt that with the rapid development of western lands the business of the department will continue to increase for many years to come. The question, therefore, of providing adequate quarters for the department is one of serious moment, and one which should receive careful and early consideration.

DOMINION LANDS.

Under Part I. will be found the report of the Commissioner of Dominion Lands upon the operation of his office during the past year.

Particular attention is called to the statements accompanying this report from the inspector of Crown timber agencies, and the chief clerk of the Timber and Mines branch, as they contain full details as to the general result of the work performed in this important division of the department, as well as in each agency and sub-agency.

SPECIAL INSPECTION WORK.

As will be observed from the report of Mr. Leech, Inspector of Dominion Lands Agencies, a special inspection of all unpatented homesteads entered for prior to September 1, 1905, was undertaken early in the spring of the year. This step was deemed advisable in view of the large demand for free homesteads from incoming settlers, and in order to ascertain whether lands held under entry were actually occupied by the holders thereof. This inspection, as stated by Mr. Leech, entailed considerable work, but the result was highly satisfactory. It relieved 885 homesteads to which the entrants had forfeited their rights through non-occupation, and it helped to demonstrate the fact that the bulk of the 15,834 homesteads inspected were duly occupied by the bona fide settlers who had made entry therefor.

It may be stated also in this relation that although the various offices in the outside service have been taxed to their utmost capacity, owing to the rush of land seekers desirous of securing information respecting suitable homesteads open for entry, and the largely increased number of applicants for entries or patents, the work on the whole has been performed in a highly satisfactory manner, no complaints of a serious character from the public having reached the department.

IRRIGATION AND CANADIAN IRRIGATION SURVEYS, 1905.

The development of irrigation works continues steadily through Southern Alberta and Southwestern Saskatchewan. The larger schemes of the Alberta Railway and Irrigation Company and the Canadian Pacific Railway Company are being pushed on

steadily to completion, and these companies will be in a position in a short time to supply water for irrigation purposes to large areas of land.

The Commissioner of Irrigation has, since his appointment, been making an inspection of numerous small irrigation schemes, and these are now being put into proper order. The irrigation of lands for the production of fodder crops to be used in connection with stock-raising will be one of the most important objects that will be served by the smaller schemes which are projected.

In the province of Alberta the number of ditches constructed is 159, the length of canals and ditches is 832·36 miles, and the area of land to be irrigated by these canals and ditches 2,880,056 acres.

In the province of Saskatchewan the number of ditches constructed is 110, the length is 189·68 miles, and the area to be irrigated by these ditches as constructed 36,916 acres.

In connection with the diversion of water from the St. Mary's river, however, there is a danger of complications owing to the proposed diversion of the waters of that river by the government of the United States. It is desirable that some arrangement should be reached with the United States which would conserve the vested interests of the irrigation companies, and of those persons in Canada who are dependent on the St. Mary's river for a supply of water for irrigation purposes.

A contract was entered into during the present year with the Robins Irrigation Company, of London, England, for the irrigation of a tract of 380,573 acres lying to the west of Medicine Hat. The sources of water supply will be the Bow and Belly rivers, and the carrying out of the scheme will involve a large expenditure for the construction of the necessary diversion canals and other works, but it will greatly assist the progress in agriculture of a district which requires irrigation to develop its full possibilities.

IMMIGRATION.

Comparative statement of arrivals at inland and ocean ports during the ten years ending June 30, 1906.

ARRIVALS.

Year.	Great Britain and Ireland.	Other Countries.	United States.	Total.
1896-7	11,383	7,921	2,412	21,716
1897-8	11,173	11,608	9,119	31,900
1898-9	10,660	21,938	11,945	44,543
1899-00	* 5,141	* 10,211	* 8,543	23,895
1900-01	11,810	19,352	17,987	49,149
1901-02	17,259	23,732	26,388	67,379
1902-03	41,792	37,099	49,473	128,364
1903-04	50,374	34,785	45,171	130,330
1904-05	65,359	37,255	43,652	146,266
1905-06	86,796	44,349	57,919	189,064
	311,747	248,250	272,609	832,606

* Arrivals for six months only

The report of the Superintendent of Immigration and of the various officers under his control, will be found under Part II. of the general report. Last year's immigration has been the largest in the history of Canada. One hundred and eighty-nine thousand and sixty-four arrivals in all were recorded during the twelve months ending June 30, last, being an increase of 42,798 over the previous year.

The detailed statements as to the nationality, occupation and destination of immigrant arrivals which accompany the superintendent's report, have been prepared with the greatest possible care, and the figures given may, therefore, be accepted as being strictly accurate. From these statements it will be seen that of the total arrivals 131,268 came via ocean ports, and that the remainder, namely 57,796 persons, came direct from the United States.

It will be seen from the tables that apart from the British Isles and the United States of America there were arrivals from fifty-four different countries of the world, representing the chief races of the five continents. It is interesting to note in this relation that 46 immigrants came from South Africa, 171 from the West Indies, 340 from Newfoundland, 89 from New Zealand, 7 from Persia and 18 from Egypt. These figures are given here simply to show that the opportunities offered by Canada to capital and labour have aroused the attention of persons in the most remote parts of the world who are desirous of improving their social and material condition by removing to a new country.

The one aim and well established policy of the department during the past few years has been to make Canada better known in the outside world, so as to attract capitalists and desirable settlers to develop her vast natural resources. That this policy has been productive of the desired results is amply demonstrated by the fact that during the past ten years 832,606 persons landed in Canada from every part of the world; of these 584,356 came from the British Isles and the United States. During the same period 174,331 free homesteads were taken up in the western provinces by actual settlers, 80,550 of which were made by persons coming from the British Isles and the United States. The record is certainly a very extraordinary one and should be accepted as most conclusive evidence that the methods adopted and followed by the department are based on sound principles, and are conducive to the best possible results.

BRITISH IMMIGRATION.

Attention is called in this relation to the reports of the High Commissioner for Canada and of the Commissioner of Emigration in London, and also to the reports of the various agents operating in the British Isles and in France and Belgium. As will be seen, the result of the work in the Old Country has been highly satisfactory. Reference has already been made to the large increase in the number of British arrivals during the past year. The time would appear to be most opportune for continuing with increased vigour the propaganda which has been conducted in Great Britain during the past few years. With the increase in the amount of bonus to the booking agents which was decided upon some time ago, and the renewed efforts that are being put forth on the part of our agents as a result of your recent visit to the Old Country, there is no doubt that Canada will continue to receive a still greater share of the emigration from Great Britain to North America. It is, therefore, proposed to follow

with increased energy the methods already employed in the way of advertising, and of properly educating prospective emigrants as to the advantages offered by Canada as a suitable field for settlement.

CONTINENTAL IMMIGRATION.

The total immigration from countries other than Great Britain and the United States numbered 44,349, as compared with 37,255 for the previous year. The termination of the arrangement with the North Atlantic Trading Syndicate and the withdrawal of the bonus system in connection with bookings from the continent will make it necessary to adopt some new plan for carrying on our work in European countries where restrictive laws regarding emigration are in force. So far as France and Belgium are concerned, the present methods followed by our agents there would appear to be quite satisfactory, and settlers who reach Canada from these two countries belong as a whole to a very desirable class. As for the other continental countries, however, where an open propaganda is not permissible under existing laws, it is recommended that such methods be devised to carry on the work as the circumstances in each different country may warrant.

IMMIGRATION FROM THE UNITED STATES.

The work in the United States, which for a number of years past has been under the immediate direction of Mr. W. J. White, inspector of agencies, has been attended with highly satisfactory results. It will be observed by reference to the comparative statement of arrivals that the total number from the United States during the past decade was 272,609, of which 57,919, or nearly one-fifth, came during the twelve months ending June 30 last. The information contained in the inspector's report with regard to the methods employed in inducing members of the farming community in the Western States to move to Canada, as well as his observations with respect to the opposing influences with which our agents have to contend, will no doubt be read with interest.

IMMIGRATION OFFICES IN WESTERN CANADA.

Special attention is also invited to the very exhaustive report submitted by the Commissioner of Immigration at Winnipeg upon the work of the service under his control. Winnipeg being the chief distributing point for incoming settlers, it necessarily follows that with the increased arrivals the work devolving upon the commissioner and his staff has been unusually heavy during the past season. It is gratifying to note in this relation that, as pointed out by the commissioner, the general business of his office would appear to have been performed to the entire satisfaction of the immigrants and of the public generally.

Much valuable information will be found in the commissioner's report as to the present standing of some of the chief colonies that have been established in the west by incoming foreigners within the last few years. These colonies, although founded within a comparatively recent date, are reported to be making substantial progress, the settlers composing them being on the whole prosperous and contented. The summary of the seventy-two district reports embodied in the commissioner's statement will also prove of much interest to persons seeking information in concise form with

regard to the various points at which new settlers start for their homesteads, as well as to the existing conditions and prospects of each locality reported upon, many of which are but the nuclei of what will no doubt in a few years become prosperous towns.

JUVENILE IMMIGRATION.

The report of Mr. G. Bogue Smart, chief inspector of British immigrant children and receiving homes, will, I am sure, be read with special interest. The work of inspection in connection with juvenile immigration has, since the organization of this particular branch of the department, been so systematized that accurate and reliable information is readily obtainable as to the actual condition of every child sent out to Canada under the auspices of the Home Government Board at London, and placed in homes throughout the country. This system of inspection, under the control of the government, has done more to remove the prejudice which at one time existed against this class of immigration than any other means that could have been devised. There is to-day, as pointed out by the chief inspector, an ever increasing demand for this class of immigrant, and such of them as have been placed in private homes are reported on the whole to be giving very good satisfaction.

REPORT OF THE CHIEF MEDICAL OFFICER.

The report of Dr. H. P. Bryce, the chief medical officer, will be found to contain very interesting statistics with regard to the inspection of immigrants at the various ports of landing. There were in all 480 deportations effected, which is not a large percentage when compared with the total number of arrivals. Special attention is called to the striking statements contained in the following paragraph which appears in Dr. Bryce's report, from which it will be seen that not only should the country be thankful for the large increase in the number of desirable immigrants who landed at our ports during the past season, but that from a physical and mental standpoint these additions to our population were of the most desirable character:—

'It would be improper to conclude this report without again referring to what may be called the immunity little short of marvellous of the whole country during this year from outbreaks of acute contagious diseases, directly traceable to the movements of immigrants over thousands of miles and going into hundreds of municipalities and thousands of homes. Practically not a single outbreak has been brought to the attention of the department. . . . . .

'Looking over the whole field of operations for the year, however, whether on the one hand as regards the number and quality of immigrants admitted to Canada and their freedom, whether from contagious disease or from more serious, deep-seated maladies, and on the other hand to their reception in all the provinces, shown by their ready distribution and abundant employment amongst our people, and the mutually satisfactory results measured whether by statistical results or common report, it may fairly be said, comparing the present with the past history of large immigration whether to Canada in the early years of the last century, or of the large immigration in more recent years to the United States, that never have so many persons of a good class relatively come to any country in a single year, and nowhere have so many immigrants been so cordially received or more generously treated.'

SURVEYS.

During the calendar year of 1905, forty-nine parties were engaged on the survey of Dominion lands. Of these, six were located in Manitoba, eight in Saskatchewan, twenty-six in Alberta, three in British Columbia, one in the Yukon Territory, and five were engaged partly in one province and partly in another. Two of the parties were in charge of inspectors, examining surveys made under contract.

During the first six months of the present year fifty-three parties were at work. Of these, twelve were working in Manitoba, ten in Saskatchewan, twenty-four in Alberta, four in British Columbia and three partly in one province and partly in another.

The following table shows the distribution of parties paid by the day, and of those working under contract:—

Parties.	In Manitoba.	In Saskatchewan.	In Alberta.	In British Columbia.	In the Territories.	Partly in one Province and partly in another.	Total.
1905—Paid by the day..	5	4	12	3	....	5	29
Under contract ..	1	4	14	.....	1	....	20
1906—Paid by the day..	4	7	11	4	....	3	29
Under contract ..	8	3	13	.....	... .	....	24

The total mileage of the forty-six parties engaged on surveys in 1905 was 16,523 miles, an average of 359 miles for each party. Owing to the nature of their work the parties of Messrs. Wheeler, Belleau and Laurie are not included in the statement of mileage.

Survey operations this year, 1906, are on about the same scale as in 1905. It is expected that about 200 townships will be subdivided.

In view of the probable construction at an early date of railways through the country lying to the north and west of Edmonton, it has been deemed advisable to establish base lines and principal meridians so as to be prepared to subdivide townships anywhere when wanted for settlement. The lines run through a country which is wooded, generally very rough and at a considerable distance from settlements. Pack horses are used for transport and trails have to be opened for them. Surveying such a country is a difficult and expensive undertaking. A number of parties have been kept at this work for several years; although the surveyors in charge are among the most competent in the service, and have displayed great energy, the progress has been slow. The fifth meridian has still to be produced northward to the Peace river and base lines extended from it westerly.

Apart from the subdivision of new territory, the department is frequently called upon to retrace and restore old surveys. When twenty or thirty years have elapsed since the original subdivision of a township was made, it is often found that the posts have disappeared or the mounds have become obliterated. In wooded country, where no mounds or pits were formerly made, the corners being marked by wooden posts and bearing trees, all marks of the survey disappeared after the first forest fire. When

the lands are taken up, the new settlers naturally ask that the section lines be properly marked so that they may know the limits of their lands. Every effort is made to meet their wishes, and several of the survey parties are constantly engaged upon this work.

Errors in old surveys are a great source of trouble. Formerly the surveys of Dominion lands were not made with the degree of care and precision now prevailing. Townships were subdivided under contract as at present, but a rigid system of inspection on the ground and of examination of the plans and field notes had not yet been organized. Without proper inspection it was unavoidable that bad surveys should now and then escape detection and be accepted. The most frequent error is one of ten chains in the position of a quarter-section corner. It is suspected that the surveyor measured only half of the section line and that his chainman made an error of one tally. The whole mile not being measured, the error passed unnoticed. The result is that the quarter-sections, instead of being 160 acres each, are 130, 150, 170 and 190 acres respectively. When the settler who is complaining of an error in his lines has no neighbours there is nothing to prevent the correction of the survey, and this is done by one of our surveyors at the first opportunity. Generally, however, several settlers are interested; some wanting the error corrected while others object to any change being made. Such cases are very troublesome; notwithstanding the efforts of our surveyors to bring the parties to agree to a fair adjustment of their boundary lines, a satisfactory arrangement is seldom reached.

A few surveys were made last year at remote places. Lots were laid out to accommodate settlers at Cumberland House and Le Pas, on the Saskatchewan. Parts of several townships were subdivided west of Lesser Slave lake, beyond the limits of the old settlement. Lots were also laid out at Vermilion, on the Peace river: it will, no doubt, surprise many people to learn that a large and flourishing settlement exists there, 350 miles north of Edmonton.

The triangulation of the railway belt in British Columbia, undertaken for establishing reference marks for the subdivision of the belt, was continued by Mr. P. A. Carson. The work is being taken up where it was left by Mr. W. S. Drewry, and will be extended westward. The main object of the season's operations was to establish permanent marks at the stations to be occupied, to erect signals for observing angles next season and to select a place for measuring a base line.

Mr. J. A. Macdonell, with his assistant, Mr. J. A. Belleau, has continued the exploration of the lands in the Peace river district of British Columbia lying immediately to the west of the province of Alberta, and out of which are to be selected the three and one-half millions of acres granted by the province to the Dominion as compensation for the lands in the railway belt alienated prior to the transfer of the belt to the Dominion. The land has not yet been finally selected.

Mr. W. Thibaudeau, C.E., has completed under contract a survey of the Klondike region of the Yukon Territory, the object being to locate canals for conveying to the gold district the waters of the Klondike and its tributaries. No great progress can be made by the district without sufficient water for hydraulic mining and sluicing. Several projects are submitted by Mr. Thibaudeau, whose report, with estimates of cost, is appended to the report of the surveyor general.

Mr. A. O. Wheeler, topographer of the department, made a topographical survey of the Cougar valley in the Selkirk range. Remarkable natural caves, to which the name of Caves of Cheops has been given, have been discovered in this valley; a plan and an interesting description of the caves have been prepared by him, and are appended to the report of the surveyor general. Mr. Wheeler has also made good progress with the survey of the Rocky Mountains Park, upon which he has been engaged for the last two years.

Surveys in the Yukon Territory are being continued under the supervision of the director of surveys at Dawson. The surveys of thirty-six group lots were confirmed during the year ending June 30, 1906. In addition to these, returns have been received of the Frooks hydraulic concession on Flat creek, and of the surveys of base lines on Caribou creek and Lion gulch, on Eureka creek, right and left forks, on Flat creek and Isaac's gulch and on Bullion creek.

In November, 1905, Mr. John Stocks, late Deputy Commissioner of Public Works, was reappointed Chief Engineer of Irrigation and the irrigation office was removed from Regina to Calgary. Mr. John Stewart, D.L.S., was subsequently appointed Commissioner of Irrigation in succession to Mr. John Stocks. During the first six months of 1906, three parties in charge of Messrs. R. J. Burley, P. M. Saunders and J. F. Hamilton were engaged on irrigation surveys. Gauge readings on a number of streams were continued as in former years.

The office work at headquarters has unfortunately not kept pace with the progress of the surveys in the field. From the beginning of 1905 to date, no less than forty-four men left the office staff or were transferred to other offices. These changes and the substitution of untrained men in the place of those who left, have seriously interfered with the business of the office. Some 500 plans of townships in which surveys have been made remain unissued, and other work is equally in arrears.

Hereunder is the usual table of subdivision or settlement surveys work completed each year since the commencement of the surveys, with the result of last season's operations added:—

—	Acres.	Number of Farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952
1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	8,147,000	50,919
1882	10,186,000	63,662
1883	27,234,000	170,212
1884	6,435,000	40,218
1885	391,680	2,448
1886	1,379,010	8,620
1887	643,710	4,023
1888	1,131,840	7,074
1889	516,968	3,231
1890	817,075	5,106
1891	76,560	476
1892	1,395,200	8,720
1893	2,928,640	18,304
1894	300,240	1,876
1895	406,240	2,539
1896	506,560	3,166
1897	428,640	2,679
1898	859,840	5,374
1899	1,022,720	6,392
1900 (first six months)	735,480	4,596
1900-1901	1,603,680	10,023
1901-1902	2,553,120	15,957
1902-1903	6,173,440	38,584
1903-1904	12,709,600	79,435
1904-1905	10,671,520	66,697
1905-1906	4,973,920	31,087
Total	120,484,455	753,023

INTERNATIONAL BOUNDARIES AND OPERATIONS OF THE ASTRONOMICAL BRANCH OF THE DEPARTMENT.

The re-survey and re-demarcation of the international boundary along the 49th parallel has been continued this year by the commissioners, Dr. W. F. King for Great Britain, and Mr. O. H. Tittmann and Dr. C. D. Walcott for the United States. The Canadian part of the field work is under the direction, as heretofore, of Mr. J. J. McArthur, D.L.S.

This season's work has been in the Cascade mountains and the Fraser River valley. Good progress was made, but, owing to delays due to smoke, the hopes, which were expressed in my last annual report that this section would be completed this season, have not been fully realized. A small portion remains to be completed next year.

Dr. R. A. Daly, geologist to the survey, has completed the field work of his investigations along the 49th parallel between the summit of the Rocky mountains and the sea. Collection of the fauna of the region has been continued under the direction of Mr. J. M. Macoun, of the Geological Survey Department.

The demarcation of the Alaska boundary under the award of 1903 and the supplementary agreement of March 25, 1905, has been continued by Commissioners King

and Tittmann. There have been four Canadian parties at work, one under Mr. J. D. Craig, D.L.S., at Port Snattisham and Whiting river, one under Mr. W. F. Ratz, D.L.S., at Taku river, one under Mr. A. J. Brabazon, D.L.S, in the neighbourhood of Alsek river, and one under Mr Geo. White-Fraser, D.T.S., who was working in conjunction with the United States parties in the region of the passes from Lynn canal to the Yukon river. On behalf of the United States, one party has been at work between Alsek river and Yakutat bay, three about the Chilkat river, the Dyea and White passes and the mountains south therefrom, besides two representatives of the United States Commissioner accompanying Messrs. Craig and Ratz.

An agreement has been entered into with the government of the United States for the re-survey and re-marking of the international boundary line between Richelieu river and St. Croix river.

The course of this portion of the boundary was defined by the first article of the treaty of 1842, and was surveyed by a joint commission in 1843 to 1845. The necessity of renewal arises from the fact that the line has been in many places overgrown by timber, many of the monuments have been broken or have disappeared, and the placing of marks additional to those of the original survey has become necessary at many points, including railway and highway crossings, and places where the original monuments are not intervisible.

Dr. King was appointed commissioner for the performance of this work by order in council of July 7, last. Mr. Tittmann, Superintendent of the United States Coast and Geodetic Survey, has been appointed commissioner on behalf of the United States.

The field operations are in charge of Mr. G. C. Rainboth, D.L.S., of Aylmer, Que., and Mr. J. B. Baylor, of the United States Coast and Geodetic Survey.

Operations were begun about the end of July at Hall's Stream, on the boundary of the state of New Hampshire, and carried westward along the northern boundary of the state of Vermont, and the southern boundary of the province of Quebec. It has been determined to reset the old cast-iron monuments, where they are in good condition, in solid cement bases, and to use granite or concrete for the new monuments.

The boundary between Alaska and Canada rests upon the treaty of 1825 between Great Britain and Russia. In this treaty the line of demarcation between the territories of the two contracting powers upon the continent of North America and adjacent islands was defined as commencing at the southernmost point of Prince of Wales island, passing along Portland channel and thence following the mountains within a certain distance of the coast as far as the 141st meridian of longitude west from Greenwich, and thence following this meridian northward to the Arctic ocean. By the treaty of 1867 between the United States and Russia, the Russian territories were transferred to the United States, retaining the same definition of the boundary line with the British possessions.

This definition may be divided into two parts: the first part of the line follows natural features, while the second, the 141st meridian, is a line independent of such, and to be determined by the processes of astronomy and geodesy merely.

The line from the southern point of Prince of Wales island to the 141st meridian presented difficulties both in the identification of the natural features by which the

line was defined, and in the legal interpretation of the descriptive clauses of the treaty. As a consequence of diverging views on these points a wide strip of territory was claimed by both countries. To determine the natural features a joint topographical survey was made in 1893 to 1895 under the convention of July, 1892. The questions of interpretation of the description and of final identification of the natural features intended by the treaty were determined by the London tribunal of 1903. A small portion of the boundary line as regards which the tribunal failed to identify the mountains intended by the treaty of 1825 was settled by the supplementary agreement of 1905.

All this had reference only to the line east and south from the initial point of the 141st meridian. As regards the latter there was no dispute; it was recognized by all that it was a fixed geographical line only needing accurate survey to mark it on the ground.

In 1887 Mr. Wm. Ogilvie, D.L.S., took a series of lunar observations at a point on the Yukon river near the 141st meridian, and determined therefrom the position of the meridian.

Lunar observations, however, cannot give determinations of longitude at all comparable in accuracy with latitude observations. These last may give results with a probable error of but a few feet. The relative want of precision of longitude determinations by lunar observations (the only method available in the circumstances in which Mr. Ogilvie was placed) is shown by the fact that some two years later another determination, by the same method, at the same place, was made by an officer of the United States Coast and Geodetic Survey, with a result differing from Mr. Ogilvie's by nearly 1,000 feet. In 1895-96 Mr. Ogilvie took a second series of observations at this point, and surveyed the meridian north and south for several miles.

This survey, though not made under international agreement, has been in practice accepted for customs and local purposes, pending a final determination of the boundary.

In January, 1897, a treaty between Great Britain and the United States, providing for the appointment of commissioners to survey and mark the line, was agreed to and signed, but failed of ratification by the United States Senate.

A few years afterwards the Canadian government built their telegraph line through British Columbia and along the course of the Yukon river to, or near, the 141st meridian, thus rendering possible a determination of longitude by the accurate method of telegraphic exchange of time.

Negotiations for the treaty to provide for the demarcation of the meridian were not, however, resumed until after the London tribunal had, by their award, terminated the controversy over the boundary line of the Alaska coast strip.

As a result of the resumed negotiations a convention was signed on April 21 last, duly ratified, and ratifications exchanged on August 16.

The convention provides that each government shall appoint one commissioner, and that these commissioners shall determine by the telegraphic method a convenient point on the 141st meridian, and shall trace and mark a north and south line passing through said point. The line is to be marked by intervisible objects, natural or

artificial, and the line, when or where thus marked, in whole or in part, shall be deemed to define the 141st meridian permanently for all international purposes.

Dr. W. F. King has been nominated as H. M. Commissioner under this convention. Mr. O. H. Tittmann represents the United States.

The commissioners at once proceeded to have the necessary telegraphic determination made, in order that survey operations may be begun next spring. A short account of how the longitude determination was carried out will be found in Dr. King's report, which forms appendix No. V. to this report.

In Dr. King's report, with its appendices, will also be found a statement of the work done by the Astronomical Branch of the department including the astrophysical and other work at the observatory, the determination of geographical positions of points in Canada, and the service for the distribution of time in the government buildings, together with an account of the progress of the trigonometrical survey of Canada.

The purpose of this survey is, as was stated in my last annual report, to afford an accurate basis for the control of existing surveys, and of the detail surveys which are in progress under various departments of the public service. A conference of representatives of the departments interested will be advisable in order to ensure proper co-ordination by means of the trigonometrically determined points, and to avoid duplication of work.

THE ROCKY MOUNTAINS PARK OF CANADA.

The report of the Superintendent of the Park forms Part VI. of the general report.

According to the statements submitted by the superintendent, 30,136 persons visited the park during the past season, which is an increase of 10,298 over the previous year. From this it will be seen that this national resort is steadily growing popular favour, not only in Canada, but amongst health-seekers and tourists from other countries. In connection with this increased attendance it is gratifying to note that the revenue derived from the park is now more than double the amount required for current expenditure and maintenance. The total receipts under this head during the past fiscal year amounted to $18,883.83, being an increase of $4,824.28 over the previous twelve months.

The superintendent's recommendation that the northern limit of the park reserve should be extended to the Saskatchewan river, is one worthy of careful consideration. As pointed out by Mr. Superintendent Douglas, the present northern boundary is altogether theoretical, and the adoption of a natural boundary, such as the Saskatchewan river, would afford much better facilities for the protection of game, and would add to the park a district the marvellous beauty of which is reported to be unsurpassed.

The suggestion of the superintendent with reference to the establishment of permanent quarters within the park for caged animals, would also appear to be a very timely one. The specimens of birds and wild animals now in captivity are proving to be a source of great attraction to visitors, and there is no doubt that the establishment, on a permanent basis, of a zoological garden in which would be shown specimens representative of the bird and other animal life within the park reservation, would add a most attractive feature to our great national resort, and prove of much interest to the tourist and student of natural history.

As will be observed from the superintendent's report, the construction of a system of waterworks and sewerage at Banff, reference to which was made in the last annual report, has now been almost completed. This will supply a long-felt want, as the residents of Banff have had to contend with serious difficulties in this relation in the past, and the abundant water-supply which will thus be afforded will be conducive to the further beautifying of the town.

The superintendent's report on the whole is most satisfactory, and the information which it contains with regard to the park generally will be read, no doubt, with much interest.

I wish to call particular attention also to the superintendent's statement with regard to the herd of buffalo now kept within the animal paddock in the park. The herd now numbers 61 head in all, there having been a natural increase of ten head during the year. All the animals are reported to be in a healthy and thriving condition. When it is considered that this herd of buffalo is the only one of any extent in Canada, and that it will, no doubt, before many years be the largest herd in the world, it is fortunate that steps were taken some years ago to preserve the few specimens that remained of the noble animals that roamed in countless numbers over the western prairies in the early seventies. A small remnant of these is known to be still in existence in one of the far northwestern districts, and it has been suggested that an effort should be made to capture a few of these animals for the purpose of improving the breed of the buffalo now in captivity in the park. The suggestion is one which in my opinion should be acted upon. The cost of capturing a few of these wild animals would be small when compared with the benefit to be derived to the herd, which must be considered to-day as forming a very valuable asset of the Dominion.

SCHOOL LANDS.

The report of Mr. Checkley, the chief clerk in charge of the School Lands Branch, will be found under subdivision 30, of Part I. of the general report. As will be observed there were important sales of school lands held in both the provinces of Alberta and Saskatchewan during the past season, the average price obtained for lands sold in the former province being $11.55 per acre, and in the latter $14.32. In Alberta there was in all an area of 120,692.32 acres of land sold, the amount realized therefrom being $1,394,316.16, and in Saskatchewan the total acreage disposed of was 26,662.93 acres, for the sum of $381,714.40.

Statements will be found accompanying the chief clerk's report giving full particulars with regard to the present position of the various school lands funds.

THE YUKON TERRITORY.

The report of the Commissioner of the Yukon Territory will be found under Part VII. of the general report.

The gold yield for the past year amounted to $6,539,402.85, as compared with $8,227,200 for the previous year. The commissioner attributes this decrease to the exceptionally dry summer and to the fact that operations on many mining properties have been suspended pending the installation of dredges and hydraulic plants. The affairs of the territory on the whole would appear to be in a very satisfactory con-

dition, but as to this you have been able to fully inform yourself as a result of the visit which you made to Dawson in the month of August last. It is gratifying to note that, owing to the economy which has been exercised in the administration of the territory, the commissioner is in a position to report a surplus of $62,627.02, as compared with a deficit of $24,530.37 for the fiscal year 1904-5.

REPORT OF THE SUPERINTENDENT OF MINES.

The report of Dr. Eugene Haanel, superintendent of Mines, which forms Part VIII. of the general report, contains much interesting and valuable information upon the operations of his office during the past season. As will be observed, special attention has been given to the investigation of the iron industry of Canada. The matter, from a commercial point of view, is one of more than ordinary importance, and the result of the systematic investigation which has been commenced under the direction of the superintendent of mines in Nova Scotia, western Ontario, and the country along the Ottawa valley, will be awaited with interest.

It is satisfactory to note also that the results obtained from the electric smelting experiments that were conducted at Sault Ste. Marie last winter would appear to have demonstrated the practicability of the process for the successful smelting of Canadian iron ore, of which there are such inexhaustible deposits in various sections of the country.

Reference is also made by the superintendent to the appointment of the commission for the investigation of the zinc resources of British Columbia. The commission, which was composed of Mr. Walter Renton Ingalls, editor of the *Engineering and Mining Journal,* New York city, as chief of staff, Mr. Philip Argall, M.E., of Denver, Colorado, and Mr. A. C. Carde, of Nelson, B.C., completed its work during the past season, and the report upon the result of its investigation has been issued separately.

I wish to call attention also to the appendix to the superintendent's report in which is reproduced a description of the Heskett-Moore process for treating ferruginous ore for the manufacture of iron and steel. It is a most interesting paper, in which is explained the process for the direct conversion of iron ore into malleable iron or steel, and thus rendering unnecessary the intermediate process of pig iron.

FORESTRY.

The reports of the superintendent of forestry and of the officers working under his direction, will be found under Part IX. of the general report.

The result of the past year's operations would appear to have been most gratifying. The various branches of this service have now been established on a satisfactory basis.

The Act that was passed at the last session of parliament establishing permanent forest reserves, will somewhat enlarge the scope of the forestry branch, inasmuch as it provides that the fish and game within these reserves shall be looked after by that branch. While it may be necessary to frame some new regulations with regard to

these particular subjects, it is not proposed to make any change in the general mode of operation of this service, as at present organized.

Detailed statements and full particulars with regard to tree-planting, forest protection, and the fire-guarding service, will be found in the reports of the various officers who are charged with these particular duties.

I have the honour to be, sir,
Your obedient servant,

W. W. CORY,
Deputy Minister of the Interior.

PART I

DOMINION LANDS

No. 1.

REPORT OF THE COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 29, 1905.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit my report for the year ending June 30, 1906, on the Dominion Lands Branch of this department, together with the reports of the Inspector of Dominion Lands Agencies and the agents of Dominion lands for the several districts.

STATEMENT OF WORK.

	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
Files dealt with	24,611	26,527	31,153	35,877	54,784	76,426	90,474	116,338
Correspondence—								
Letters sent	16,284	18,897	21,620	25,954	37,169	52,458	66,411	91,408
Triplicates	8,884	10,585	16,978	18,887	28,271	35,865	44,573	60,311
Total	25,128	29,482	38,598	44,841	65,440	88.323	110,984	268,057
Applications for Patent—								
Number examined	4,418	5,464	5,456	6,929	8,051	8,961	9,482	14,363
New applications	2,500	2,373	2,202	3,116	4,062	5,039	6,443	9,279
Certificates issued	2,740	2,895	2,131	3,686	4,071	4,854	5,849	8,452

It will be observed that the volume of work has increased in a remarkable manner, and there is every prospect of it continuing to do so for some years to come. Some additions have been made to my staff in consequence, but in order to keep pace with the work more assistance will be required.

I have the honour to be, sir,
Your obedient servant,

J. W. GREENWAY,
Commissioner of Dominion Lands.

No. 2.

REPORT OF INSPECTOR OF DOMINION LANDS AGENCIES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INSPECTOR OF DOMINION LANDS AGENCIES,
BRANDON, August 21, 1906.

J. W. GREENWAY, Esq.,
Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit my report for the departmental year ending June 30, 1906.

I am pleased to be able to report that the past year has, in respect to progress, development and general prosperity, been the banner year for the Canadian west. In the matter of homesteading and settling upon the lands, this also applies. The new settlers, too, are of the enterprising, industrious class, and are fast converting the bald prairies into waving grain fields and thrifty well-stocked farms. Land values have advanced materially, especially in newly settled districts and along the lines of railway. Work in most all the lands offices has increased rapidly; some offices showing an increase of over 50 per cent upon the business transacted the previous year. Regina office made a new record, when 1,796 homestead entries were granted in June. Battleford office had granted 1,615 entries in April. When it is remembered that for the year ending June 30, 1896, just ten years ago, the total homestead entries for the year granted in Manitoba, the Northwest Territories and British Columbia only amounted to 1,857, some idea can be gained of the rate of business increase.

The increase in homestead entries over 1904-5 amounts to..	11,015
The increase in applications for patent over 1904-5 amounts to..	3,476
The increase in cancellations of land entries over 1904-5 amounts to..	3,428
The increase in letters received at local offices over 1904-5 amounts to..	99,836
The increase in letters sent out by local offices over 1904-5 amounts to..	79,469
The increase in homestead inspections made over 1904-5 amounts to..	22,800

SPECIAL INSPECTION WORK.

Special inspection of all unpatented homesteads entered for prior to September 1, 1905, was undertaken in April last, in the Alameda, Battleford, Regina and Yorkton land districts, with a view to cancelling summarily all entries which had stood for one year and over, where no improvements had been made upon the homestead, and no residence performed, in order that the land should be made available for re-entry. This entailed an enormous amount of work for the homestead inspectors, and much additional work for the land offices affected. It has, however, made available for re-entry many desirable quarter sections, and cleared up most effectually any homestead blanketing which had been attempted. This work was not completed at the close of the fiscal year, but at that time the following work had been accomplished:—

	Inspections Reported.	Summary Cancellations made.
Alameda district	1,516	42
Battleford district	1,259	60
Regina district	8,469	397
Yorkton district	4,590	386
Total	15,834	885

SALE OF STOCK WATERING RESERVES.

In June last I held six sales by public auction of stock watering reserve lands. Those sales were well attended, and the prices ranged from $3 to $16.50 per acre. The following is a list of the places at which sales were held, with dates, numbers of parcels sold, number of acres sold and the price realized:—

	Parcels sold.	Acres sold.	Prices realized.
			$ cts.
Calgary, June 1	11	1,539	9,768 00
High River, " 4	57	7,524.17	44,186 58
Pincher Creek, " 6	38	4,661.64	18,511 85
Macleod, " 8	36	4,010.85	19,293 35
Lethbridge, " 11	18	1,774.25	5,384 40
Medicine Hat, " 13	3	476	1,508 00
Total	163	19,985.91	98,652 18

ROCKY MOUNTAINS PARKS.

The tourists and visitors to the parks are coming in increasing numbers, so much so that the present hotel accommodation is quite inadequate. Increased accommodation is required at the government baths. The government roads out from Banff, Laggan and Field are very popular. The completion of the waterworks system now under construction at Banff will be a great boon. The buffalo herd is doing well, and increasing rapidly. The completion of the bridle trail to the 'Caves' in Cougar mountain will make that an interesting point for mountain tourists.

My duties being spread over the four western provinces, and very close and constant supervision being required, have entailed a great amount of travel, a statement of which is as follows:—

	Miles by rail.	Miles driven.	Total.
July, 1905	2,745	100	2,845
August, "	1,889	60	1,949
September, "	2,509	80	2,589
October, "	3,210	75	3,285
November, "	2,871	90	2,961
December, "	2,599	65	2,664
January, 1906	4,990	20	5,010
February, "	120	.....	120
March, "	6,408	20	6,428
April, "	3,057	22	3,079
May, "	4,651	55	4,706
June, "	2,829	75	2,904
Total	37,878	662	38,540

Statement 'A' attached hereto shows the principal transactions for the year by the Dominion lands agents.

Statement 'B,' a list of sub-agents and a statement of the principal work performed by them.

Statement 'C,' a list of the homestead inspectors, and a statement of the principal work performed by them.

Your obedient servant,

R. E. A. LEECH,
Inspector of Dominion Lands Agencies.

A.—Dominion Lands Agencies, principal transactions for the year ending June 30, 1906.

Agencies.	Homestead Entries granted.	Land Sales.	Applications for Patent received.	Land Entries cancelled.	Timber Permits issued.	Hay Permits issued.	Letters.		Revenue.		No. of Staff.	Expenditure.	
							Received.	Sent.	Scrip.	Total Scrip and Cash.		Salary.	Contingencies.
									$ cts.	$ cts.		$ cts.	$ cts.
Alameda	2,371	25	1,072	783	201	119	19,010	17,304	.....	30,520 27	4	3,640 69	638 19
Battleford	7,373	15	113	1,657	149	62	35,393	29,576	.....	80,263 66	9	4,480 91	881 87
Brandon	162	47	637	119	233	17	11,514	10,357	620 40	21,301 27	4	4,096 96	424 92
Calgary	2,082	141	895	971	922	104	40,087	39,749	385 00	101,133 54	9	8,119 73	825 28
Dauphin	621	13	268	222	1,386	131	7,725	5,248	30 00	21,101 16	2	2,299 92	509 87
Edmonton	4,601	105	1,384	1,302	1,393	84	26,978	24,664	766 65	70,984 81	11	7,688 40	1,181 32
Kamloops	79	90	47	42	.....	13	5,800	4,007	40 00	17,818 05	2	1,710 01	117 05
Lethbridge	1,751	245	598	900	599	101	23,290	19,370	.....	49,565 52	5	3,891 58	970 91
Minnedosa	259	14	204	94	224	155	5,073	3,595	.....	7,157 07	2	2,200 00	225 53
New Westminster	29	13	5	5	.....	.....	2,068	1,890	.....	2,707 42	1	1,400 00	196 20
Prince Albert	1,888	28	627	749	1,352	69	12,474	11,548	457 60	45,815 77	6	4,689 63	562 32
Red Deer	3,859	26	616	924	481	33	16,180	13,775	.....	44,386 08	6	3,190 00	475 99
Regina	11,942	225	1,948	4,191	1,316	290	74,938	64,950	1,826 71	148,937 06	av. 20	15,550 68	2,654 65
Winnipeg	761	66	464	259	960	223	18,423	15,064	1,041 21	87,585 77	15	15,655 00	3,258 29
Yorkton	4,161	114	975	1,794	569	30	46,340	29,157	160 00	61,652 47	9	6,831 29	715 61
	41,939	1,167	9,793	14,012	9,785	1,431	345,293	290,254	5,327 57	790,929 92	105	85,444 80	13,638 00
Compared with year 1905	30,924	759	6,317	10,584	10,024	1,213	245,457	210,785	12,600 42	566,251 69	88	73,992 53	12,516 84
Compared with year 1901	8,167	954	2,269	2,328	5,344	5,291	96,391	77,288	197,416 44	422,373 50	47	Sal'ies & Conti'gncies. $51,056 62	

R. E. A. LEECH,
Inspector of Dominion Lands Agencies.

B.—List of Sub-Agents of Dominion Lands and Statement of Principal Work performed by them during the Year ended June 30, 1906.

Name.	Place.	Applications for Homestead Entry taken.	Applications for Patent taken.	Applications for Timber Permits taken.	Applications for Hay Permits taken.	Amount remitted to Land Office.	Salary.	Expenses, Postage, Exchange, and Commission.	Remarks.
						$ cts.	$ cts.	$ cts.	
Barschel, J. F. P.	Canora, Sask.	321	71	104	6	3,379 65	275 00	25 28	11 months, Aug., 1905, to June 30, 1906.
Bailey, Chas. H.	Estevan, Sask.	344	247	20	16	3,948 70	300 00	35 55	
Baetz, Geo. O. / Walker, F. A.	Ft. Saskatchewan.	214	42	112	20	3,464 04	300 00	23 93	8 months, Nov. 1, 1905, to June 30, 1906. / 4 " July 1, 1905, to Oct. 31.
Bender, J. M.	Nanton, Alta.	358	66	85		4,325 63	300 00	32 13	
Bunn, J. R.	Milestone, Sask.	165	81	1	15	1,498 35	300 00	17 07	
Bobier, Joshua	Dubuc, Sask	35	107		3	363 60	300 00	7 40	
Carroll, J. W.	Saddle Lake, Alta.	82		40	6	919 45	180 00	5 20	
Cox, A. E.	Pincher Creek, Alta.	162	86	53	10	3,846 22	300 00	28 51	
Cochran, L. B.	Medicine Hat, Alta.	375	56	242	17	5,372 40	900 00	63 43	
Cook, Robt. H.	Arcola, Sask.	143	158	288	23	2,185 00	300 00	19 46	
Caldwell, John	Sprague, Man.								Appointed April 26, 1906. No business transacted.
Dubois, M. J.	Duck Lake, Sask.	114	70	60	25	1,463 30	300 00	12 25	
Elton, D. H.	Cardston, Alta.	53	34	27		621 75	300 00	7 05	
English, J. J.	Maple Creek, Sask.	334	37	35	41	3,868 75	350 00	33 12	
Edgson, John A.	Edison, Alta.						12 50		Appointed June 15, 1906.
Flamank, Geo.	Lloydminster, Sask.	1,092	50	11	6	10,995 85	375 00	52 10	
Gregory, J. A.	North Battleford, Sas	169	14	1	13	1,544 48	120 00	4 80	From April 4 to June 30, 1906.
Goodwin, A. H.	Vegreville, Alta.	233	65	3	1	2,267 25	300 00	13 69	
Gwynn, J.	Kutawa, Sask.	134	7	27	2	1,385 85	300 00	9 67	
Gray, W. B.	Stettler, Alta.	275	35	16	3	2,822 50	50 00	16 05	2 months, May and June, 1906.
Gunn, Peter	Lac Ste. Anne, Alta.						12 50		Appointed June 15, 1906.
Harley, H.	Swan River, Man.	184	55	374	35	3,334 92	300 00	24 56	
Holmes, W. E. G.	High River, Alta.	271	102	137	3	3,678 78	300 00	32 01	
Hauser, F. I.	Humboldt, Sask.	1,209	45	94	4	12,662 70	600 00	69 44	
La Pointe, Jos	Willow Bunch, Sask.	53	2	9		565 25	180 00	1 99	
Malcolm, H. A.	Innisfail, Alta.	221	87	105	17	2,718 86	600 00	17 21	
Moore, O. S.	Olds, Alta.	426	190	94	17	4,584 05	600 00	37 26	
Milburn, Wm.	Swift Current, Sask.	793	5	40	30	8,249 20	420 00	48 19	
McKay, O.	Leduc, Alta	93	46	16	6	997 00	275 00	9 82	
McGregor, D. S. / Langley, Geo.	Rosthern, Sask.	412	211	173	16	5,026 40	655 00	29 41	From Sept. 9, 1905, to June 30, 1906. / From July 1 to Sept. 8, 1905.
McGregor, A. B	Davidson, Sask.	813		44	6	8,248 60	330 00	47 38	
McDonald, D. J.	Kamloops, B.C.	1	30	70		634 91		8 83	
McIntosh, Robt.	Saskatoon, Sask.	1,980	216	69	70	20,494 40	900 00	118 06	

McKernan, Jas	Athabaska Landing								Appointed June 8, 1906.
Newth, Reg	Lipton, Sask	470	97	10	16	4,925 95	360 00	44 11	
Oxley, R. W	Hanley, Sask	791	11	91	1	8,541 55	300 00	51 39	
Palmason, P	Pine Valley, Man	18	6	56	4	318 05	180 00		
Page, Spencer	Wapella, Sask	79	37	7	12	1,781 63	300 00	8 21	
Paul, S. B	Moosomin, Sask	102	83	1	3	1,325 35	300 00	18 41	
Plaxton, G. P Fysh, O. B.	Moosejaw	736	108	19	24	7,415 50	600 00	55 46	From Nov. 5, 1905, to June 30, 1906. From July 1 to Nov. 5, 1905.
Reed, C. C	Ponoka, Alta	299	128	38	24	5,457 43	350 00	37 43	
Ross, Paul	Belvedere P.O., Alta.						12 50		Appointed June 15, 1906,
Stephen, A. M	Redvers, Sask	17	345	1	4	270 05	390 00	7 96	
Stewart, Robt	Whitford, Alta	175	50	29	13	1,847 95	300 00	34 84	
Shenfield, H. E	Bowden, Alta	113	14	22	17	1,251 75	135 00	12 59	
Small, S. L	Strassburg, Sask								Appointed June 16, 1906.
Taylor, R. B	Grenfell, Sask	117	139	34	20	1,729 60	300 00	21 80	
Thom, A. K	Quill Lake, Sask	73	1			730 00		1 05	Returns for March and April only.
Thomson, W. M	Ft. Qu'Appelle, Sask.	131	24	11	9	1,345 70	360 00	21 60	
Twomey, D	Daysland, Alta								Appointed April 27, 1906. No returns.
Vickerson, F	Lacombe, Alta	716	155	78	21	8,764 71	480 00	46 51	
Wilson, H. G. W	Indian Head, Sask	139	57		2	1,. 47 50	300 00	17 67	
Wakefield, A. G	Ranchvale, Man	38	28	2	2	389 25	300 00	5 11	
Ward, D. A	Wetaskiwin, Alta	1,192	86	46	19	12,563 25	600 00	67 49	
Waddell, A. Moffet, Frank.	Weyburn, Sask	1,293	525		25	13,106 00	600 00	67 96	From Oct. 1, 1905, to June 30, 1906. From July 1 to Sept. 30, 1905.
Wild, A. E	Melfort, Sask	471	105	237	10	6,084 75	300 00	43 99	
Wilson, D. R	Macleod, Alta	183	90	53	10	3,398 15	575 00	25 31	
Yeo, J. W	Stuartburn, Man	50	18	169	10	717 70	300 00	3 98	11 months only.
		18,262	4,322	3,254	657	208,779 66	18,077 50	1,443 72	
Compared with year 1905		13,617	2,691	3,108	500	155,869 73	14,673 95	1,064 60	

R. E. A. LEECH,

Inspector of Dominion Lands Agencies.

C.—STATEMENT showing work of the Homestead Inspectors for the Year ended June 30, 1906.

Name.	Headquarters.	Land Inspections made.	Applications for Patent taken.	Miles travelled by Wagon.	Miles travelled by Rail.	Travelling and Living Expenses, self and team.	Expenses for new and on old travelling Equipment.	Remarks.
						$ cts.	$ cts.	
Bannerman, J. A.	Red Deer, Alta.	1,187	197	5,193	3,853	841 36	43 45	
Bell, Geo. A.	Alameda, Sask.	1,017	160	3,761	687	654 14	156 95	
Borthwick, Thos.	Duck Lake, Sask.	1,258	152	3,494	3,449	799 20	92 60	11 mos. Resigned May 31, 1906.
Brooke, A. W.	Moosejaw, Sask.	1,490	91	4,253	1,500	901 37	47 80	
Bryant, T. W.	Calgary, Alta.	523	192	3,939	1,806	849 24	403 15	
Buchanan, D.	Minnedosa, Man.	2,202	127	5,807	1,522	764 70	160 75	
Clouston, Geo. H.	Battleford, Sask.	617	74	3,838	.....	351 18	41 50	
Dunbar, D. C.	Estevan, Sask.	262	145	3,031	495	526 01	520 10	
Duggan, L	Selkirk, Man.	447	.....	559	429	63 90	.....	Appointed June 1, 1906.
Gibson, Jas. S	Brandon, Man.	551	91	2,381	4,222	715 42	18 45	
Gladstone, W. E.	Prince Albert.	1,030	32	3,352	1,395	772 61	223 25	Statement for 11 mos. only.
Holden, J. B.	Vegreville, Alta.	1,894	359	5,797	1,313	1,224 37	460 45	
Jonasson, S	Winnipeg, Man.	130	97	2,019	1,557	414 10	19 25	Resigned May 1, 1906. Statement for April not received.
Kennedy, F.	Whitewood, Sask.	1,285	634	6,402	1,265	903 67	115 50	
Lagimodiere, Wm.	Winnipeg, Man.	1,252	111	4,381	2,093	830 93	68 20	
Link, Adam	Lethbridge, Alta	346	167	5,760	960	772 95	452 00	
Magee, W. D.	Lamerton, Alta.	357	122	5,528	754	870 05	523 85	
Moffat, Jas.	Marcelin, Sask.	618	.....	698	166	162 09	.....	Appointed June 1, 1906.
Oliver, Edward.	Regina, Sask.	.....	.....	.....	.....	.....	.....	Appointed June 1, 1906. No return.
McCallum, N. G.	Yorkton, Sask.	1,640	370	4,936	416	499 12	248 85	
McDiarmid, Jas.	Edmonton, Alta.	344	313	6,725	364	773 55	48 70	
McDonald, D. J.	Kamloops, B.C.	98	20	1,687	4,959	703 30	.....	(For 10 mos. only; figures for May and June not received.)
McDonald, P. R.	Regina, Sask.	425	139	3,408	1,433	492 75	32 75	Sept. 2, 1905, to June 15, 1906. Resigned.
McGregor, R. E.	Gilbert Plains.	177	91	3,658	933	532 23	152 85	
McLeod, D.	Yorkton, Sask.	514	44	1,814	298	230 12	294 50	From January 1 to June 30, 1906.
McMillan, Wm.	Treherne, Man.	1,027	74	4,382	2,363	813 24	5 60	
McNab, D. C.	Brandon, Man.	1,193	76	2,483	3,077	637 20	.....	
Pollock, J. R.	Regina, Sask.	76	64	902	156	83 70	236 40	Transferred to Regina Land Office, September 2, 1905.
Pentland, R. P.	Hanley, Sask.	583	45	3,105	1,558	740 07	.....	
Porter, S. P.	Regina, Sask.	176	9	2,519	2,480	761 40	.....	
Ridington, W. R.	Lloydminster.	810	7	2,977	1,609	1,024 70	490 05	
Seale, John.	Dauphin, Man.	2,138	67	6,727	951	593 22	74 70	
White, W. H.	Ft. Saskatchewan.	1,841	145	7,497	1,239	1,093 02	109 95	
Stuart, W. W	Calgary, Alta.	102	.....	766	2,150	276 83	.....	Ranche Inspector. Acting Agent Dominion Lands, Calgary, for six months.
Helmer, Albert.	" "	1,766	.....	3,406	5,453	1,141 45	.....	
		29,376	4,215	127,185	56,895	22,813 19	5,039 60	
Compared with	year 1905	6,576	2,942	77,340	38,862	13,284 01	2,827 64	

No. 3.

REPORT OF THE AGENT AT ALAMEDA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
ALAMEDA, SASK., July 19, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1906.

The crop of last year was even better than anticipated, as wheat averaged 25 bushels per acre and graded No. 1 Northern. The crop outlook so far this year is excellent. No damage of any kind has been reported.

The majority of the settlers taking up homesteads in this district this year are Canadian and American. There has been a noticeable increase of settlers from Great Britain.

So great has been the demand for homesteads that it was found necessary, last year, to survey a number of townships west of the Soo line, and homesteads are now being taken up as far west as Willow Bunch, where there is an old half-breed settlement.

Owing to the instructions asking for a general inspection of all the homesteads in the district, lists were prepared of all entries granted up to September 1, 1905, except lands patented or lands on which the file showed the duties were being performed. Three homestead inspectors have been employed on this work for the last three months, and up to the present time 1,771 reports have been received, and I am pleased to say that out of this number only 46 have been summarily cancelled, and not one case of a 'blanketed' homestead has been reported. These special inspections, together with the large increase in the general routine work, made it impossible to cope with the work during the regular office hours, so that much overtime has been put in by each member of the staff.

Mr. H. P. Gibson, who for some years has been senior assistant in this office, found it necessary to resign, owing to ill health. This gentleman was a most efficient and painstaking officer. Mr. R. G. Evans has been added to the staff as temporary clerk.

The number of homestead entries granted during the fiscal year was 2,371, an increase of 715 over the previous year.

Appended is a statement of work performed during the fiscal year.

Letters received		19,010
Letters written		17,304
Patents recommended		1,072
Entries cancelled		783
Homestead entries		2,371
Land sales		25
Land scrip located	acres	240
Timber permits issued		201
Timber seizures		2
Hay permits issued		119
Grazing rents		2
Mining fees		17
Seed grain collections		11
Total revenue		$30,520.27

Your obedient servant,

R. CLAUD KISBEY,
Agent of Dominion Lands.

No. 4.

REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
BATTLEFORD, August 2, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for this agency for the year ended June 30, 1906.

The year just ended shows a very material increase in the number of homestead entries made, as seen below:—

1904-5.		1905-6.	
Homestead entries.	3,618	Homestead entries.	7,873
Total revenue. . .	$38,752	Total revenue. . .	$80,263

Ever since the opening of spring large numbers of settlers have been daily passing through this place on the way to their homesteads, most of them being largely composed of Canadians and Americans, and many having their complete outfits of horses and agricultural implements. The German colony to the south is also being added to steadily.

The prosperity reported last year still continues. This season so far has been most favourable for the crops, rain having been abundant throughout the district with the exception of the Tramping Lake region, where a deficiency is reported, but not sufficient to cause serious injury. No damage has been done by hail so far.

Last year's grain crop was disposed of at high prices by the farmers. On the other hand the price of beef stock for export was low, and not many were shipped, but the local demand caused by railway construction and incoming settlers made up for this.

The following is a statement of the work performed during the past year:—

Homestead entries	7,873
Land scrips located	243
Land sales	15
Townsite sales	30
Timber permits issued	149
Hay permits issued	62
Applications for homestead patent	113
Homestead entries cancelled	1,657
Letters received	35,393
Letters written	29,576

Your obedient servant,

L. P. O. NOEL,
Agent of Dominion Lands.

No. 5.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BRANDON, MAN., August 15, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—In forwarding the annual report for the year ending June 30, 1906, I beg to say the prosperity of the country is steadily increasing, and this will be one of the best years the country has experienced. The acreage in crop is much larger than last. The farmers are going into the different grains and roots, instead of wheat raising exclusively as in former years. Everything has been most favourable; the early spring allowed the getting in of the grain in the proper time; then the rains of May and June made the growth strong and rapid, and there is every prospect of a bountiful and early harvest.

Great attention is being paid to stock raising, many of the farmers importing the best breeds of horses, cattle, sheep and swine. In horses the Clyde seems to have the preference; among the cattle, you will find the Polled Angus, Herefords, Galloways, Shorthorns, Holsteins, Ayrshires and Jerseys; in the sheep, the Shropshires, Cotswolds and Leicesters, with the Tamworths and Berkshires in the swine.

The demand for land increases rapidly. Purchasers come from all parts. The lands held for homesteading are being rapidly taken up by a class of men who make good settlers and intend making Manitoba and the Northwest their homes.

The number of homestead entries granted in this agency keeps decreasing yearly, as with the exception of a few scattered quarters, there is nothing to be obtained, and it is only through the cancellation of an existing entry that a homestead of any value can be secured. The cancellations grow less, the homesteader, being anxious to hold his land, makes every effort to fulfil the required duties, so the number of entries cancelled each year keeps decreasing, showing the advancement of the country.

Each year brings a large immigration apparently of a better class than the previous one; fewer complaints are received, and there is no lack of work for all farm hands and mechanics. The immigration hall here is a great convenience to the newcomers, and gives them comfortable quarters until they obtain work. So far the demand from the farmer is larger than the supply.

The following is a statement of the work performed during the year ending June 30, last:—

Homestead entries granted	162
Applications for patents received	637
Cancellation of entries	119
Letters received	11,504
Letters sent	10,357

I am, sir,
Your obedient servant,

L. J. CLEMENT,
Agent of Dominion Lands.

No. 6.

REPORT OF THE AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
CALGARY, July 10, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the work performed in this office during the year ended June 30, 1906.

The number of homestead entries, 2,082, is a decrease from the previous year of 99. This I attribute to the fact that during the present year settlers have had to go 45 to 50 miles from the railway to obtain entries.

The revenue from lands amounts to $83,395.21, exclusive of a very large amount paid at head office on account of sales of lands, coal lands, grazing leases, &c., being an increase of $43,603.82 over the revenue of the previous year.

As the business for the timber and mines branch for this district is also conducted at this office, I may mention that the revenue from this branch amounts to $17,738.33, which exceeds the amount for the previous year by $5,940.36. A separate report in connection with the timber and mines branch is being prepared.

The crops never looked better in the history of this country.

The winter was a very good one and stock wintered well on the ranges.

The price of cattle is very low at present, principally on account of the large ranchers being forced to sell owing to lack of range where they have been located for years.

Horses have never been a better price for many years.

The settlers throughout Alberta appear to be doing well and are perfectly satisfied and contented. The city of Calgary is forging ahead at a very rapid pace, and has now a population of about 18,000 people.

The number of people accommodated at the immigration hall here during the year is, according to the report furnished by Mr. James Winn, caretaker, 1,203, but this does not give any adequate idea of the number of people who came into the country. Settlement this season has directed itself northeasterly from Calgary in the Knee Hill country, and directly north of same to township 34, as far east as the Red Deer river, also west of the fifth meridian, townships 30-34, ranges 5 and 6. The immigration into the whole of Alberta has been very large, and the settlers of an excellent class.

I append hereto a detailed statement of receipts on account of Dominion lands.

Attached hereto also find statement of work performed at this office.

Although there has been a slight decrease in the number of entries there has been a very large increase in the number of letters received and written; also applications for patent, timber permits issued, &c.

I have the honour to be, sir,
Your obedient servant,

J. R. SUTHERLAND,
Agent of Dominion Lands.

CALGARY DOMINION LANDS AGENCY.

Statement of receipts on account of Dominion lands, for the year ending June 30, 1906.

Homestead entries	$20,565 00
Payments on account of improvements	3,283 83
Land sales	59,217 53
Sundry payments	23 35
Seed grain collections	305 50
Total	$83,395 21

CALGARY DOMINION LANDS OFFICE.

Statement of work performed during the year ending June 30, 1906.

Letters written	39,749
Letters received	40,087
Applications for patent received	895
Entries cancelled	971
Entries granted (homestead)	2,082
Land sales	183
Half-breed scrip locations	5
Payments on account of improvements	97
Ground rent collections	12
Payments, royalty on sales (timber)	40
Timber permits	922
Timber seizures	37
Hay permits	104
Grazing rent collections	64
Mining application fees	39
Coal land fees	30
Seed grain collections	10
Sundry payments	24

No. 7.

REPORT OF THE AGENT AT DAUPHIN.

DOMINION LANDS OFFICE,
DAUPHIN, MAN., June 30, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report for the Dauphin land district, for the year ending this day.

General prosperity has been enjoyed throughout the district during the year, marked improvement is noticeable in the towns and villages, as well as in the farming districts, business in all lines has been brisk and many new establishments have opened up.

The crops last year were good, and prices fair, not less than 1,200,000 bushels of wheat having been shipped out, and a very considerable quantity manufactured in the local mills; the grades were Nos. 2 and 3 Northern.

Coarse grains were grown to a considerable extent more than in the past, and found a ready market for local consumption, being in strong demand for the railway construction and lumbering camps throughout the district.

Considerable attention was paid to mixed farming, though more sheep and hogs could well be carried; and some creameries were established, all of which are doing good business. Industries under this heading could be profitably increased, and will, no doubt, as more lands are cleared.

A number of well-bred stud animals were brought in, and the improvement of stock is marked.

All farm produce has commanded fair prices, the demand being in excess of the supply.

Great improvement has been made in the roads, grading and new bridges having been built, each municipality doing what its means would warrant on these lines, and as all the settled parts of the district are now organized, these works are spread over a large area. Taxes, though somewhat high, were well met.

Settlers have come to us in large numbers, as homesteaders, as well as buyers of wild and improved lands, many transactions in sales having been carried through, some at high values, $19,000 having been paid for a half-section some 3 miles from Dauphin.

The district to the east of Lake Dauphin has been settled to a considerable extent, owing no doubt to the fact that a branch of the Canadian Northern Railway is shortly looked for, and there is still much good land in that locality for settlement.

Lumbering operations during the past winter were carried on with the usual vigour, though the early break of the roads somewhat curtailed the output, still the regular dealers were successful in taking out average stocks; a very large amount of lumber was taken out on settlers' permits, and close supervision was kept on all operations by the officers of the department, so far as possible. I would suggest that more attention should be paid to such matters, with a view to protecting the timber, which is being cut off at a very rapid rate, and enforcing rigid economy in the manufacture of trees cut, this among irresponsible operators of portable mills evidently not being considered necessary.

The demand for farm labour has been met locally, and owing to the presence of a large number of Galicians, these conditions will most likely obtain for some time; so far there has not been any necessity of bringing in help, though many young men, principally from Great Britain, have secured places with farmers, where they can learn the methods in vogue, preparatory to making a start for themselves.

Railway service has improved to a marked extent, though no new branches have been built, and as a consequence postal facilities have increased.

The general health of the district has been good, no epidemic having visited us, and the various hospitals have been well able to cope with all demands made on them.

I attach a statement of some of the principal items of work, transacted in this office, which compares favourably with former ones.

I am, sir,
Your obedient servant,

F. K. HERCHMER,
Agent of Dominion Lands.

Statement of work in the Dauphin office during year ending June 30, 1906.

Homestead entries granted	621
Homestead entries cancelled	222
Improvement collections	24
Timber permits issued	1,386
Hay permits issued	131
Timber seizures	32
Mining locations granted	4
Seed grain collections	27
Letters received	7,725
Letters written	5,248
Applications for patent received	268
Number of staff	2
Cash received for Dominion lands account	$8,631 20
Cash received for timber and mines	$11,702 38
Cash received for miscellaneous	$ 767 58
Total cash received	$21,101 16

No. 8.

REPORT OF THE AGENT AT EDMONTON.

Department of the Interior,
Dominion Lands Office,
Edmonton, Alberta, July 2, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—I have the honour to submit the annual report of this office for the year ending June 30, 1906.

The city of Edmonton and the whole district are most prosperous. The crop outlook is excellent. The changing of the homestead and timber regulations from time to time to meet the changed conditions is proving very beneficial to the country and the bona fide settlers. The statement given below (taken at random from the weekly returns of homestead entries of this office), shows that the west is getting the very cream of the world's immigration.

Number and nationality of homesteaders making entry during the week ending April 15, 1906:—

Canadians	42
English	37
Americans	35
Norwegians	15
Scotch	14
Austrians	10
Irish	8
Swedes	7
Germans	5
Welsh	1
Russian	1
Total	175

One hundred and four of these are actual farmers.

The country to the north and west of Edmonton, which can easily absorb 2,000,000 people and has not as yet 2,000 people in it, stands waiting for settlers.

The active and successful immigration work of the past few years should be continued for years to come. More surveys are required. The great Peace River country and the McKenzie River basin will prove to be the '2nd last west.'

The necessity for, and establishment of, new sub-agencies at Daysland, Vegreville, Whitford, Saddle Lake, Lac Ste. Anne, Pembina River, Edison and Athabaska Landing show the great expansion of settlement.

The returns given below speak for the rapid progress and prosperity of the district:—

HOMESTEAD ENTRIES AND REVENUE.

	Entries.	Revenue.
1903-4	2,584	$41,816 38
1904-5	2,903	43,682 36
1905-6	4,601	70,984 81

SUMMARY OF ACTUAL BUSINESS DONE.

Letters received	26,978
Letters sent	24,664
Applications for patent	1,384
Homestead entries cancelled	1,302
Hay permits issued	84
Timber permits issued	1,393
Homestead entries granted	4,601
Land scrips located	97
Revenue	$70,984 81

Your obedient servant,

A. G. HARRISON,
Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
KAMLOOPS, B.C., July 2, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1906.

The revenue collected at the office is practically the same as during the previous year, but if the collections at the head office be taken into consideration there is an increase of fully 50 per cent.

A number of settlers have squatted upon unsurveyed lands in townships 17, 18 and 19, range 17, west sixth meridian. The prompt action of the department in having the land surveyed will enable their claims to be adjusted in the near future. The prospects for an abundant harvest are bright. The snowfall during the past winter

was light, and many feared a light crop in consequence. Rain, however, in abundance came to the rescue and a good crop is now assured.

The following is a summary of the work done during the year:—

Letters received	5,800
Letters sent	4,007
Homestead entries granted	79
Homestead entries cancelled	42
Applications for patent received	47
Number of acres sold	3,287
Revenue collected	$17,818.05

All of which is respectfully submitted.

Your obedient servant,

JAMES BANNERMAN,
Agent of Dominion Lands.

No. 10.

REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
LETHBRIDGE, ALTA., July 10, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit for your consideration this office annual report for the year ending June 30, 1906.

I have much pleasure in stating that the prosperity of Southern Alberta is continuing and settlers in this part of the province have great faith in its future possibilities. Crops are at present looking well, due to the splendid rains during May and June, and the yield this year should be large. There is a much larger area of land under cultivation this season than ever before. This year's hay crop seems to be plentiful.

Settlement is reaching out in every direction, and one of the requirements to complete the settlement in the west is more railways.

Large tracts of lands have been purchased throughout this district from the railway and irrigation companies, and the purchasers seem to have little difficulty in disposing of same to intending settlers. A large percentage of the settlers locating in Southern Alberta are actual farmers from the United States, and should make a success of farming in this country.

Fruit growing should develop into one of the industries of this part of Alberta and at present small fruits are grown with success.

While the homestead entries for the Lethbridge agency are not quite as numerous as last year, the work of the office has increased materially and has been disposed of satisfactorily, although additional office accommodation is very necessary.

The entries of homesteaders who are not performing their duties are being cancelled in large numbers, after the entrant has been given plenty of time to defend himself, if he desires. These lands are rapidly taken up by people on the ground who desire homesteads in suitable localities.

The revenue of the timber and mines branch, as well as the land branch has increased. As a great deal of the timber business for this district is transacted through

the Calgary office, the revenue of the branch here is much smaller than it would be were the business pertaining to same done here. A very large percentage of the grazing rental is paid direct to the department, and therefore the amounts do not appear in my returns.

The staff of this office has worked faithfully, and is deserving of favourable mention.

Below is submitted a partial list of work performed during the past year:—

Letters received	23,290
Letters written	19,370
Homestead entries granted	1,751
Homestead entries cancelled	900
Applications for patent received	598
Payments account sales	245
Townsite sales	9
Timber permits	599
Timber seizures	33
Hay permits	101
Grazing rents	112
Mining fees	83
Coal fees	23

Your obedient servant,

J. W. MARTIN,
Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT MINNEDOSA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
MINNEDOSA, July 3, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report of the work performed in this office during the year ending June 30, last.

Homestead entries granted	259
Letters received	5,073
Letters sent	3,595
Applications for patent received	204
Hay permits issued	155
Timber permits issued	224

From the above it will be seen that the homestead entries granted in this district during the past year are in excess of those granted during the previous year, and that the ordinary work of the office is much the same as in previous years. This being one of the smallest and oldest settled districts, the number of homesteads available for entry is small as compared with the newer and larger districts further west, and although we have had numerous inquiries for homesteads the greater number of those making such inquiries have gone to those districts where larger areas of homestead lands are available and open for settlement.

The crops last year were good and the prospects for similar or better and larger crops this year most promising. The pasturage too is excellent, and those who raise cattle will benefit largely thereby. Indeed a wave of prosperity is sweeping over the country and many of the older settlers who bravely faced the trials and privations incident to the early settlement of the country are now reaping a rich and well-deserved reward.

One of the strongest evidences of this prosperity is the rapid increase in the value of land. A few years ago purchasers were scarce, but now investors are anxious to obtain lands at prices which a few years ago would have been considered as fabulous.

Your obedient servant,

JOHN FLESHER,
Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT NEW WESTMINSTER.

Department of the Interior,
Dominion Lands Office,
New Westminster, B.C., July 3, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—In accordance with the departmental instructions, I have the honour to submit the report of the transactions of this office for the year ended June 30, 1906.

As a preliminary statement, permit me to recall the fact that the Dominion lands office in British Columbia was opened very soon after the passing by the British Columbia legislature, on December 19, 1883, of the 'Settlement Act' so called; and that although surveys in the Dominion belt have been vigorously prosecuted ever since, yet, owing to the rugged character of much of the belt, many gaps were continuously calling for delayed work.

Smaller settlements could not be overtaken in isolated localities until after the chief governing lines were first laid down. Contact with provincial surveys of the early days required careful handling. As a consequence, the granting of entries, and the closing up of transactions needed patience on the part of the people on the lands, as well as the officials administering.

In the spring of 1890, the office at Kamloops was opened, and relieved the pressure of correspondence as to the eastern part of the belt, and operations followed surveys. Now, however, several cases of long waiting can be adjusted, as other business permits, and some progress was made in this respect during the year that has closed. Many others are ripening for disposal at an early date.

To go into details on my part would be lengthy, but I may express what is generally recognized, that I am the only one left in British Columbia in connection with these offices from the opening, in 1883. I have been familiar with nearly all of the old field notes of lands dealt with before the transfer of the belt to the Dominion and with the history of the belt since that time. It is, therefore, impossible that I can escape numerous inquiries as to matters of surveys and transactions, and equally impossible for me to evade response. I am satisfied, however, that this part of my work has been good service, averting many disputes and causes of dissatisfaction. The actual numbers of book entries of finished transactions form no criterion of the extent of the duties overtaken here. I may venture to say that much of this is true of the office at Kamloops as well. I have good reason to feel that the district is developing in a healthful manner in the increase of settled areas, and the comfort of the people.

There is one great desideratum—the dyking of the Sumas valley. As it is, the New Westminster district is badly cut in two portions. The dyking of that land would mean accelerated progress for the whole district.

A summary of the monthly schedules sent to your office shows:—

Letters received	2,068
Letters sent, besides circulars	1,890
Homestead entries	29
Applications for patent—	
(*a*) Recommended	5
(*b*) Waiting for inspections	13
Entries cancelled	5
Total receipts	$2,707.42
Total contingent expenditure	$196.20

Respectfully submitted,

JOHN McKENZIE,
Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT PRINCE ALBERT.

DOMINION LANDS OFFICE,
PRINCE ALBERT, July 4, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit the report of this agency for the fiscal year ending June 30, 1906. The revenue from all sources was $45,819.77, being an increase over last year of $1,591.21.

The number of homestead entries for the year shows a decrease of 250 as compared with the previous year, but this is owing to the fact that the bulk of the surveyed land of this agency is now taken up. The year just closed has been a very prosperous one, and the development of all branches of industry in this district has been phenomenal. The bountiful harvest of last year, together with the high prices ruling for wheat has had its effect, and this, together with the large influx of desirable settlers, and with the vast sums expended by the different railway systems in pushing lines through the country, have given an impetus to all branches of trade beyond the hopes of the most sanguine, and I see no reason why this prosperity should not continue, as the reports from all sections of this district of the present crop prospects are the most favourable in the history of the country, and capital is steadily coming in from outside countries for the purpose of developing all natural resources, which are varied and many. I am pleased to report an increased demand for scrub land, as the settlers are beginning to realize that this land when once cleared is practically inexhaustible, and as we have a very large extent of this class of country to the north and northeast of this city a portion of which is now being surveyed, I look for a very considerable influx of settlers this coming season to fill up these lands. It was thought until just recently that the north Saskatchewan river formed the northern boundary of the arable land, but the settlements of Sturgeon Lake and Shellbrooke have proven this estimate of the capacity of this northern country to be entirely wrong, and I am of opinion that at least 5,000 settlers can be placed to the north and east of this point. The completion of the Canadian Northern Railway has marked a new era in the history of this

city and district, and has filled a long-felt want of the settlements of the famous Carrot River valley to the south and east of us, and as we now have two great railway systems competing for trade, the settlers are bound to reap the benefit. The following figures represent the work done at this office during the year, and in closing I beg to express my appreciation of the efficient work done by the staff under my charge.

Total revenue, including the timber and mines branch	$45,819.77
Applications for patent	627
Hay permits	69
Timber permits	1,352
Homestead entries granted	1,888
Homestead entries cancelled	747
Letters received	11,474
Letters sent	11,548

Your obedient servant,

R. S. COOK,
Agent of Dominion Lands.

STATEMENT of Receipts on Account of Dominion Lands at the Dominion Lands Office, Prince Albert, Sask., for 12 months ending June 30, 1906.

Month.	Dominion Lands.	Seed Grain Advance.	Total.
1905.	$ cts.	$ cts.	$ cts.
July	2,794 40	108 65	2,903 05
August	2,167 85	60 08	2,227 93
September	1,717 90	56 72	1,774 62
October	1,241 00	.....	1,241 00
November	1,688 45	81 20	1,769 65
December	1,757 25	.....	1,757 25
1906.			
January	625 50	.....	625 50
February	682 50	.....	682 50
March	2,860 92	188 35	3,049 27
April	3,396 30	65 05	3,461 35
May	2,797 72	78 10	2,875 82
June	2,938 50	168 75	3,107 25
Total	24,668 29	806 90	25,475 19

DOMINION LANDS OFFICE,
PRINCE ALBERT, July 4, 1906.

R. S. COOK,
Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
RED DEER, July 14, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the year ending the 30th ulto. Since my last report this district has made prodigious progress in every respect. The influx of settlers has been largely in excess of any previous year, and the standard of excellence of the immigrant, for which this district is justly noted, has been maintained. The large majority of settlers coming to this district during the past, as in previous years, are from the United States, who bring with them not only valuable experience, but ample means to commence farming operations on a scale superior even to those employed in older communities.

The yield from all cereals was very satisfactory, and especially that of winter wheat, which in many cases went as high as 55 bushels to the acre, of excellent quality. This wheat found a ready sale in the home market at prices ranging from $1 to $1.30 per bushel, and was used for seeding purposes. About 50 per cent more ground was sown to winter wheat last season than the previous one, and a fair average yield is confidently anticipated, although much of it was winter-killed, especially on high ground, owing to lack of covering, there being very little snow last winter.

The cut-worm has done considerable damage through this district this year, more especially in gardens. In some cases, however, I have been told that it has laid waste whole fields of early grain, especially barley. There is, however, an antidote for this pest, as where a mixture of bran, Paris green and molasses has been judiciously applied, comparatively little or no damage has been done by them.

Owing to extremely dry weather in the early spring, forest fires were very prevalent, and did much damage; many farm-houses, barns, much fencing, and a large quantity of hay, which had been kept over, being destroyed; much valuable timber was also consumed, and the pity of it is that many of these fires, from all I can learn, were started through pure carelessness. The cattle industry throughout this district during the past season has been very satisfactory, and although much of the range lands were burnt over in the spring, there will be no scarcity of feed, and an ample crop of hay is assured, owing to frequent and copious rains during the summer. Large numbers of fruit trees have been set out during the past two years, and last year Mr. Guissinger, living about 12 miles east of Red Deer, had five apple trees, out of eight planted, bearing fruit, and he informs me that the eight trees are covered with fruit this year. I may say that these are standard apple trees.

A flour mill, with a capacity of 150 barrels a day, has been built in Red Deer since my last report. It has been running steadily every day since early spring, and as the company buy all good wheat offered for sale, paying the highest market price, the farmers are encouraged to raise more wheat, and find the mill a great convenience in other respects. The creameries throughout the district are well patronized, and are kept running to their full capacity, several new ones being built since my last report.

The following statement shows the business transacted in the office during the year:—

	Number.	Revenue.
Homestead entries	3,859	$38,525 00
Cancellations	815	
Improvements	112	3,033 75
Land sales	26	1,746 09
Sundries	....	90 00
Timber permits	481	229 26
Timber seizures	3	105 40
Hay permits	33	258 80
Grazing	13	148 58
Coal lands	....	249 20
Revenue from sale of Indian lands	....	3,265 57
Total revenue		$47,651 65
Letters received		16,180
Letters written		13,775
Applications for patent		616
Entries cancelled		924

I am, sir,
Your obedient servant,

W. H. COTTINGHAM,
Agent of Dominion Lands.

No. 15.

REPORT OF THE AGENT AT REGINA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
REGINA, SASK., August 21, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the year ending June 30, 1906. Statement of work performed as follows:—

	Number.	Revenue.
Homestead entries	11,942	$118,800 00
Improvements	187	7,761 77
Land sales	225	16,777 47
Sundries	....	265 20
Timber permits	1,316	493 70
Timber seizures	4	14 55
Hay permits	290	771 20
Grazing rents	21	215 36
Mining fees	1	5 70
School lands sales	....	972 68
Seed grain collections	76	2,859 43
Total		$148,937 60

Letters received	74,938
Letters written	64,950
Applications for patent	1,948
Entries cancelled	4,191

The work done in this office during the past year shows an increase of nearly 50 per cent, and the staff have been kept busy night and day trying to cope with it.

The special work which has been performed by the homestead inspectors since April last, increased the work and kept three clerks busy attending to it alone.

The new regulations issued regarding inspections and homesteading in person, have proved very satisfactory and for the best interest of the country.

The crop prospects for this year were never better, and the season is about one month earlier than any other year.

Your obedient servant,

L. RANKIN,
Acting Agent of Dominion Lands.

No. 16.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, September 1, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit the annual report upon the business of the Dominion lands and Crown timber and mines offices of the department at Winnipeg for the twelve months ended June 30, 1906.

The total revenue from all sources amounted to $170,675.99, of which sum $55,330.50 was received from lands and $115,345.43 on account of timber, hay and mines.

LANDS BRANCH.

In no previous year has such demand been made on the office for general information from intending settlers seeking homestead land, and knowledge of the country in its different parts. Special attention was given to this work which proved of great advantage to these people, which was gratefully acknowledged by not a few. The three-sheet map issued by the department showing marked thereon the lands disposed of, and which indicates the trend settlement is taking was found a useful guide in connection with this work.

The number of homestead entries granted during the year was 761, a gain in number over the preceding year of nearly one hundred.

The lands remaining for disposal as homesteads in the Winnipeg district are almost wholly wooded and not of a class inviting to Canadians and settlers coming from Great Britain and the United States who prefer the open prairie land of the west.

The entrants for homesteads were, for the most part, natives of Austria (Galicians) and Scandinavia (Icelanders and Swedes). The Galicians and Swedes have proved themselves to be good pioneers, and where they possessed sufficient capital at the start to enable them to live upon their homesteads and employ their full time in making improvements thereon, excellent showing has been made.

For the most part, however, they are without the necessary capital to do this, and are obliged to find outside employment to support themselves and their families. While the homesteader is so engaged the family upon the homestead do more or less in making improvements thereon, which seldom goes beyond a garden patch and some fencing.

The work these men follow is chiefly at railway construction, and in the cities and towns as common labourers.

The life led in their wanderings has a tendency to unfit them for settling down upon their farms and making them a chief means of support.

The trend of settlement continues northward between Lakes Winnipeg and Manitoba, which district is being opened up in that direction by the extension of two branch lines of the Canadian Pacific Railway from Teulon and Winnipeg Beach, and the Canadian Northern Railway from Oak Point to Lily Bay. In the interests of settlement the surveys in this district should be extended northward between the two lakes to the Little Saskatchewan river. The tract also lying between Whitemouth station and the eastern boundary of the province traversed by the Canadian Pacific Railway, and that by the Grand Trunk Pacific should be subdivided and made available for settlement.

SQUATTING.

For some years past considerable difficulty has been met with over persons squatting upon lands in advance of survey, and upon those surveyed which are vested in the province and in the University of Manitoba. During the year steps were taken to secure to these persons their holdings. By an arrangement reached with the provincial government and the university council this has, to some extent, been accomplished, other land being accepted in exchange for those squatted upon. Squatting upon Dominion lands is not authorized by the department, and it should not be permitted to take place. When a squatter is allowed to remain upon lands not available for homesteading, and to get himself firmly established by improvements made thereon, action cannot be taken to dispossess him without inflicting a hardship. If the department was advised by its officers immediately squatting took place, and the case promptly investigated and action, when necessary, taken to force a removal, other means failing, it would be to the public interests and not bear heavily upon the squatter. At the present time there are a large number of cases to be dealt with of squatters upon valuable timber lands who have made substantial improvements thereon.

AGRICULTURAL ADVANCEMENT.

While it is too early to give accurate figures representing the grain crop for the present year, it is a known fact that it will bulk largely in excess of any previous year. From statistics published by the provincial government of Manitoba the area planted in grain was 4,803,630 acres, and under other crops 108,805 acres. The acreage exceeded that for 1905 by 655,856 acres. It is confidently expected by the best authorities that wheat will average nineteen bushels to the acre, which is a little under earlier expectation, the depreciation being caused by the occurrence of hot winds during the early part of August. Other cereals were also likewise affected, to what extent will not be known until threshing returns are received.

The following estimate for 1906 of the acreage in crop of under-mentioned cereals was prepared from information obtained from the Provincial Department of Agriculture, viz.:—

	Acres.
Wheat	3,141,537
Oats	1,155,961
Barley	474,242
Other areas under cultivation are:—	
Flax	18,700
Rye	4,195
Peas	2,559
Corn	6,246
Brome	23,864
Rye grass	13,251
Timothy	33,646

The dairy products of Manitoba for the year ending December, 1905, were:—

	Value.
Butter, 4,160,956 lbs.	$796,591 15
Cheese, 1,261,382 lbs.	127,346 49
Making a total value of	$896,937 64

No statistics are available since December, 1905.

The year's yield of potatoes up to that date was 4,759,646 bushels, the average yield per acre being 187 bushels.

For the same period the poultry disposed of by Manitoba farmers was: turkeys, 40,099 lbs.; geese, 60,759 lbs.; chickens, 521,325 lbs.

The average yield of the three principal cereals last year was: wheat, 21·07 bushels; oats, 42·6 bushels, and barley, 34·2 bushels.

The estimated amount expended in new farm buildings was $3,944,101, and the number of threshing outfits in operation in the province was 2,465.

No case of failure on the part of a homesteader in making a comfortable living in Manitoba has come to my notice. A general contentment prevails and property is gained very much in degree as it is worked for.

For a radius of 40 miles about Winnipeg the settlers find an active market in the city for the sale of dairy products, poultry, eggs, &c., and many take advantage of selling direct, avoiding the commission man, thereby obtaining a higher price for their goods.

MANITOBA AGRICULTURAL COLLEGE.

The Manitoba legislature passed an Act in the year 1903 for the establishment within the province of an agricultural college. A site was secured comprising 117 acres fronting on the south side of the Assiniboine river in the parish of St. James, acquired at a cost of $115,000.

The college buildings are handsome structures, built of brick and stone at a cost, with equipment, of about $300,000. The opening for practical use took place in the month of February last.

The course of study comes under the following heads:—

Agriculture.

Soil physics, soil cultivation, summer fallowing, soil fertility, plant growth, plant disease, crops, weeds, plant breeding and improvement and farm management.

Animal Husbandry.

Breeds, judging, breeding, feed and feeding, care and management.

Veterinary Science.

Anatomy, materia medica, pathology.

Farm Dairying.

Milk testing, care of milk and manufacture of butter and cheese.

The other subjects for study in all their phases are: Horticulture, farm forestry, entomology, poultry, farm machinery, farm mechanics, English and mathematics, economics of agriculture and parliamentary practice.

The college opened for a course of eight weeks in February last, with an attendance of twenty-six students. The formal opening is advertised to take place on November 6 next, when it is expected that seventy students will be enrolled. It is considered by the leading agriculturists that the government was wise in its choice of a principal for the college in the appointment of Mr. W. J. Black, late Provincial Deputy Minister of Agriculture.

TIMBER, GRAZING AND MINES.

It will be seen from statements 'A' and 'B,' appended, that the revenue for the year derived from timber, grazing, hay and mines, from this agency was $115,345.43, that from the same sources for the previous year was only $69,835.53. The increase came about through a greater number of timber berths being sold by tender, from which the department received $50,318.36 as against $8,817.31 for year ended June 30, 1905.

Statement 'B' gives the names of the holders of timber berths within the agency that are being operated upon, and the extent thereof based on the production at the mills.

LUMBER SALES.

Following the customary practice, I give herewith a statement of the lumber sales for the year within this agency, which includes all of Manitoba, and part of Saskatchewan. The figures were compiled from data furnished by the Department of Customs at Ottawa, as to importation of products from the United States, and from lumbermen, representing the different interests, and from the railway companies. Care was taken to insure correctness, and while the figures cannot be vouched for as an accurate showing, they are as close as it is possible to get them.

For the purpose of comparison is given also the amount of lumber sold during the preceding year.

From mills located in Ontario west of Lake Superior—

	1904-5. Ft. B.M.	1905-6. Ft. B.M.
Canadian logs	82,000,000	86,000,000
American logs	88,000,000	93,000,000
British Columbia—		
Manufactured	116,000,000	130,000,000
Dominion lands—		
License	40,385,368	50,755,905
Permit	16,500,000	18,000,000
	342,885,368	395,755,905
Sawn lumber imported from the United States	37,015,821	16,800,849
	379,901,189	412,556,754

It will be noted while a large increase in the sales is shown, that the importation of Ameriean lumber has fallen off upwards of 50 per cent.

Lumber prices to dealers were considerably higher this year, as indicated by the statement hereunder:—

	1905.	1906.
Pine and fir—		
Dimension lumber	$16 to $23	$20 to $26
Fir for interior finishing	$30 to $40	$30 to $40
Flooring, siding and ceiling	$25 to $30	$25 to $33
Ship lap and eommon boards	$18 to $21	$18 to $23
Spruce—		
Dimension	$16 to $18	$18 to $20
Siding, flooring, ceiling	$17 to $18	$20 to $22
Ship lap and common boards	$16 to $18	$17 to $20
Lath	$2.75 to $3.75	$3.25 to $4.25
Shingles	$2.00 to $2.50	$2.00 to $2.85

The rise in price was due to various causes, mainly to the large demand for railway construction material. Another influence was the marketing of a proportion of the cut of the coast mills at San Franeisco, whieh point was made temporarily a free port of entry, by the federal government at Washington, on aceount of the destruction caused to the city by earthquake. It may be pointed out also that the cost of production has inereased. Labour is higher and also equipment.

FUEL.

The figures given hereunder give approximately the sales of eoal to consumers in the provinees of Manitoba and Saskatchewan for the year ended June 30, 1905, and those of the year 1905-6.

	1904-5. Tons.	1905-6. Tons.
Ameriean anthraeite	54,000	58,000
" bituminous	11,000	60,000
Canadian anthracite	2,000	8,000
" bituminous (Galt)	70,000	66,000
" " (Tabor)	.....	27,000
" lignite	96,000	96,126
	233,000	315,126

Thc price at which sold was about the same through the two years, namely, $10.50 to $11 for anthracite, $7 to $8.50 for bituminous and $4 to $5 for lignite.

CORDWOOD.

The sales of cordwood fell short of last year by about 25,000 eords, the amount being estimated at 115,000 cords. This is accounted for by the faet that a number of the large eonsumers of fuel in Winnipeg during the year substituted eoal for cordwood for steam purposes.

The priee for eordwood fluetuates with the seasons, the average, however, has kept mueh the same in the last three years, $4.50 to $5 for poplar; $5.75 to $6.50, tamarac; $4.75 to $6, spruee, and $5 to $5.50 for jack pine.

During the year 19,815 cords of wood were brought in from the United States for the Winnipeg market. This amount is ineluded in the total, 115,000 cords, approximated to have been sold during the year.

There is an increasing demand to aequire rights to cut timber upon the public domain. The revenue paid in bonuses accepted with tenders by the department for

timber berths during the year in the Winnipeg district amounted to $50,318.36. It is not known to what extent that sum represents the true value of the standing timber acquired in their grants, a government estimate of the amount of timber in each case not having been obtained.

FOREST FIRES.

Fires during the year did much damage to the timber in different parts of the district, notably in the Turtle Mountain timber reserve, on the east shore of Lake Winnipeg, between Bad Throat river and Rice river, and north of the Saskatchewan river, in the neighbourhood of Nawew (Beaver) lake, and also Moose lake.

HAY.

The number of permits to cut hay upon Dominion lands and school lands exceeds that of the previous year. For season 1905 there were issued 646, and for the present year 664.

The amount of hay secured this year will approximate 16,000 tons.

Care is taken to see that hay cut under settlers' permits is all used in feeding their own stock, and that none of it is bartered or sold, the policy of the department in the distribution of the hay crop upon the lands of the Crown being to only authorize cutting to take place in each instance in extent to meet the actual requirements of the permittee.

The ruling trade price during the year for wild hay was $6.50 per ton and for timothy and cultivated grasses $10 to $11.

MINING.

During the year fourteen mining claims were recorded, of which six were iron, six gold and silver, one mica and one plumbago.

Free miners' certificates to the number of eighty-one were issued.

Considerable speculation exists as to the value of the country to be traversed by the extension of the Canadian Northern Railway from the Saskatchewan river to Fort Churchill. Several prospecting parties have been in the field, some of whom have returned, reporting having found nothing of sufficient value to warrant staking.

Those mines that are being held under certificate are only being developed to the extent required under the regulations to retain them in good standing.

GYPSUM.

The Manitoba Gypsum Company (Limited), owning extensive gypsum deposits at Lake St. Martin, secured from the government, have experienced a most successful year. They had the misfortune to lose their mill on Lake Manitoba by fire in the month of July. Notwithstanding, the output of plaster, finishing plaster and plaster of paris, exceeded that of the previous year by 6,000 tons.

In erecting new mills it was decided to place them in Winnipeg. Construction is being proceeded with, and by October will have been completed and the mill in operation. The mills will have a capacity of 200 to 250 tons of finished product in twenty-four hours. The selling price of hard wall plaster manufactured by this company marketed during the year was from $10 to $15 per ton, f.o.b. Winnipeg.

WATER-POWERS.

The various water-powers on the Winnipeg river, both developed and undeveloped, have attracted an unusual amount of attention recently. The practical completion of the magnificent works of the Winnipeg General Power Company, and the completion of their system of transmission to Winnipeg, have marked a notable era in power-

development. The entire street railway and electric light systems of the city are now being supplied from that source. The cost of construction and completion of this work is given as over $3,000,000. The citizens of Winnipeg, however, recently by an overwhelming vote declared in favour of a by-law authorizing the expenditure of some $3,000,000 in securing a city-owned power, either by construction or by purchase. After elaborate surveys and investigations the engineers engaged by the city recommended the Point du Bois falls as the one most suitable and available. Other power proposals which have kept themselves prominently before the public during the past year are the Silver Falls and Great Falls Power Companies, while others of more or less importance are talked of or projected. With cheap power and ample supply to meet all demands brought to Winnipeg it would quickly take a place among the cities of Canada as a manufacturing centre.

RAILWAYS.

Possibly in no province in the Dominion has railway construction been so extensively carried on as in the province of Manitoba during the past few years.

The Grand Trunk Pacific Railway has under construction from Winnipeg to the western boundary of the province, 215 miles which it is expected will be completed early in next year. Mr. J. D. McArthur, under contract with the federal government, is pushing the construction of the line from Winnipeg eastward to the boundary of Ontario, a distance of about 75 miles. A full force is at present engaged on the work, and it is confidently expected that the line will be finished during the coming year.

The Midland Railway is building from the international boundary line to Morden, a distance of 15 miles; from Gretna to Portage la Prairie, 85 miles, and from the international boundary to Brandon, a distance of 100 miles. These lines, it is stated, will be completed also in the year 1907.

The Canadian Pacific Railway Company report that their work of construction during the year is composed of the Lauder extension, 20 miles; the Reston extension towards Wolseley, 18 miles; the Winnipeg Beach extension to Gimli, 9·1 miles; the extension of the Teulon branch north, about 20 miles; the cut-off from Winnipeg to Molson, 36 miles; and the double tracking of the main line east from Molson to the Ontario boundary, 56 miles, a total of 159·1 miles.

The Canadian Northern Railway has also had a busy year in railway construction, as is shown from the following list furnished by the resident engineer:—

Ridgeville branch	47·49
Dundee branch	18·37
Lines connecting Oak Point branch with Winnipeg	7
Carman branch	78·59
De Lourdes spur	2·64
Carberry-Brandon branch	25·57
Brandon-Regina	10
Virden	37·46
Rossburn	53
Oakland	40

From this showing it will be seen that no less than 969·13 miles of railway will have been constructed in the province during the years 1905 and 1906.

Respectfully submitted,

E. F. STEPHENSON,
Agent of Dominion Lands.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands collected at the Winnipeg Agency, for the Fiscal Year ended June 30, 1906.

Month.	Timber Dues.						Grazing Lands.		Hay Lands.		Mining Fees.	Total.
	Bonus.	Ground Rent.	Royalty.	Timber Permits.	Seizures.	School Lands.	Dominion Lands.	School Lands.	Dominion Lands.	School Lands.		
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July		444 90	1,254 60	1,428 64	330 61	312 89	5 95	134 30	82 65	204 20	197 50	4,396 24
August		543 88	2,295 56	740 19	2,019 70	25 75			41 10	56 95	105 00	5,828 13
September		35 52	287 13	2,994 19	181 51	96 49	1 00		4 00	5 20	57 50	3,662 54
October		994 40	2,134 02	179 87	98 25	256 43			4 50	2 70	521 00	4,191 17
November		162 72	1,672 67	1,894 44	1,595 53	29 50		28 60		5 10	3 50	5,392 06
December			1,460 65	4,743 16	565 22	195 75		9 20	5 00	3 50	17 00	6,999 48
1906.												
January		5 20	2,264 11	3,824 01	374 04	139 75	4 45	57 60			12 00	6,681 16
February			515 61	3,050 76	1,686 20	247 75		19 20		2 50	13 00	5,535 02
March		340 44	2,218 35	2,264 68	767 75	43 25	0 60	48 00	0 05	3 20	5 25	5,691 57
April		1,849 30	1,404 83	284 53	25 00	25 25			219 80	403 80	17 25	4,229 76
May		2,672 20	86 48	1,978 69	47 50	168 42		37 95	104 00	255 50	84 25	5,434 99
June		455 21	399 25	1,975 21	517 09	393 93		86 00	96 25	140 90	149 25	4,213 09
		7,503 77	15,993 26	25,358 37	8,208 40	1,935 16	12 00	420 85	557 35	1,083 55	1,182 50	62,255 21
Paid at H. O.	50,318 36	2,328 40	278 46		165 00							53,090 22
Total												115,345 43

E. F. STEPHENSON,
Crown Timber Agent.

SCHE

SHOWING Quantity of Lumber, &c., Manufactured (and sold) at Saw Mills Oper

Name.	Location of Mill.	Location of Limit.	Lumber manufactured.	Lumber sold.	Lumber on hand.
			Ft.	Ft.	Ft.
Ashdown & Bossons.	Swan River	Swan River	326,859	63,048	257,811
Theo. A. Burrows	Grandview & Garland	Duck Mountain	12,051,959	16,768,109	1,921,403
Bank of Ottawa	Mafeking	Mafeking	3,183,223	2,301,308	2,111,561
Halli Bjornson	Icelandic River	Icelandic River	115,000		115,000
Jefferson Caverly	Bowsman	Tp. 38 R. 29 W. 1	1,771,000	1,257,594	803,000
Dauphin Lumber Co.		Riding Mountain	19,300	19,300	
Frank L. Engman	Scandinavia	Tp. 19 R. 18 W. 1	100,000	118,000	
Thos. Fulton	Tp. 38—R. 5 W. 2	Tp. 38 R. 5. W. 2		202,490	
Gregg & Perrin		Tp. 40 & 41 R. 2 & 3 W 2		21,900	
John Hanbury	Brandon	Duck Mountain	6,863,146	6,210,963	2,980,307
J fferson & Miller	Tp. 20--R. 1 E.	West of Lake W'peg.	507,714	500,576	190,536
J. D. McArthur	Lac du Bonnet	Winnipeg River	3,284,637	2,912,851	868,554
Peter McArthur	Winnipegosis	Lake Winnipegosis	2,658,655	1,962,002	1,350,000
Jessie Mackie	Greenbush River	Greenbush River	184,795	184,795	
Mackenzie, Mann & Co	Mistatein	Etoimami River	252,837	931,594	1,008,497
J. H. McClure	Tp. 19 R. 2 E 1	Tp. 19, R. 2, E. 1	417,840	302,000	265,340
William Peden	Rossburn	Riding Mtn.	270,259	330,768	39,491
C. G. Pennock		Lake of the Woods			
William Robinson	Selkirk	Lake Winnipeg	1,740,247	2,318,199	697,111
Ritchie Bros	Ochre River	Ochre River	24,265	351,765	70,496
Red Deer Lumber Co.	Red Deer Lake	E. Saskatchewan	10,079,333	8,242,168	5,754,023
Josia Rutley	Riding Mtn.	Riding Mtn.	493,461	492,395	1,066
Thomas & Co.	Tp. 18—3 E	W. side Lake W'peg.	230,120	303,975	111,145
Shaw Bros	Dauphin	Riding Mtn.	1,667,111	1,183,245	2,044,598
D. E. Sprague	Winnipeg	Rosseau River	2,000,000	707,493	3,081,198
James Stuart	Bad Throat River	Lake Winnipeg	1,729,283	355,274	1,484,009
Swan River Lum. Co.	Minitonas	Tp. 36 R. 24 W. 1	1,227,652	2,368,652	280,494
A. L. Wells	Grind Stone Point	Lake Winnipeg	259,889	310,441	49,448
W. J. F. Williams	Lake Dauphin	Tp 28 & 29 R 2 & 3 W2	105,000	35,000	70,000
		Total	51,557,585	50,755,905	25,554,723

SESSIONAL PAPER No. 25

DULE B.

ating under Government License in the Winnipeg Crown Timber Agency.

Shingles manufactured.	Shingles sold.	Shingles on hand.	Lath manufactured.	Lath sold.	Lath on hand.	Railway ties manufactured	Railway ties sold.	Remarks.
Cds.	Cds.	Cds.	M.	M.	M.	Pcs.	Pcs.	
			1,230,000	858,550	371,400			
								Berth cancelled.
						525	525	
						117,898	43,349	
						39,200		
			4,039,550	2,219,800	2,907,000			
			101,250	84,950	52,650			
475,250	381,500	228,750						
			543,100	493,450	126,650			
100,000		100,000						
575,250	381,500	328,750	5,913,900	3,656,750	3,457,700	157,623	43,874	

E. F. STEPHENSON,

Crown Timber Agent.

REPORT OF THE AGENT AT YORKTON.

No. 17.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
YORKTON, July 17, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I beg to submit for your consideration the annual report of this office for the year ending the 30th ultimo.

The number of homestead entries granted for the year was 4,161, a decrease of 310. The nationality of the homesteaders was largely English-speaking.

During the year four homestead inspectors were engaged on special work, inspecting each quarter-section for which entry had been granted previous to September 1, 1905, and not patented. This inspection has failed to disclose 'blanketing' of homesteads. So far 260 entries have been summarily cancelled. Against 50 per cent of these entries, ordinary cancellation proceedings had already been instituted.

A special inspection of the Doukhobor colonies and enumeration of these settlers were also inaugurated during the winter months, the findings of which are now subjects of action. These special inspections seriously impeded the ordinary business of the office, involving a vast amount of clerical work and necessitating the full staff working after office hours during the winter and spring months.

A sale of school lands by public auction was held last November at Yorkton and Saltcoats, and farmers generally availed themselves of this opportunity to acquire more land.

The past year has witnessed the complete evolution of the district from stock raising to grain growing. The country for miles around Yorkton is occupied by farmers who counted crop acres by hundreds. One million and a half bushels of grain were exported last year from Yorkton alone. Threshermen show thirty, thirty-five and thirty-seven bushels of wheat per acre to be common. Prices were good, and thus throughout the district, farmers are accumulating bank credits. The coming of strong healthy young men from Great Britain has kept in the background to some extent the under supply of farm labour. More of these men are wanted, otherwise, seedtime and harvest must inevitably become a serious problem to the large farmer.

Nearly one thousand applications for patent were recommended, and of these a large percentage was made by Galicians, who in most instances, had brought considerable more land under cultivation and done other improvements than is required by law, which demonstrates that these people must be recognized as a potent factor in the agricultural progress and prosperity of western Canada.

The prospects for the present year are unrivalled. Unless untoward events happen, such as hail or prolonged rain storms during harvest, a fair estimate of the grain sent from this district may be set at five million bushels.

The following is a summary of the work transacted:—

Homestead entries	4,161
Sales	115
Scrip located (acres)	1,920
Timber permits	569
Hay permits (Dominion lands)	30

Hay permits (school lands)	84
Letters received	46,340
Letters written	29,157
Applications for patent	975
Entries cancelled	1,794
Revenue	$61,652.47

Your obedient servant,

JAS. E. PEAKER,
Agent of Dominion Lands.

No. 18.

REPORT ON TIMBER, MINERAL, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, August 31, 1906.

The Deputy Minister of the Interior,
Ottawa, Ont.

SIR,—I have the honour to submit the twenty-sixth annual report of the Timber and Mines Branch of the Department of the Interior.

The revenue derived from timber, grazing, hay, irrigation and minerals on Dominion lands for the fiscal year which ended June 30 last, amounted to $649,802.35.

Statement lettered 'A,' showing how this amount was made up, will be found at the end of this report.

The total revenue received from July 1, 1872, to July 1, 1906, was $10,785,785.93.

Reports received from the Crown timber agents at Winnipeg, Edmonton, Calgary, Prince Albert and New Westminster, showing the revenues collected on Dominion lands within their respective agencies and other information are appended hereto. The report of the Commissioner of Irrigation is also appended.

The total revenue of the Winnipeg agency for the fiscal year 1905-6 was $111,905.87.

The price of lumber within the Winnipeg agency was from $10 to $19.75 per thousand feet B.M. There are 39 mills in operation within the agency cutting timber under government license.

The revenue received from the British Columbia agency during the fiscal year 1905-6 was $82,482.97.

Lumber sold at the average price of $10 to $14.95 per thousand feet B.M.

There are 24 mills within the agency operating under license from the Dominion government.

The total amount of dues collected within the Calgary agency during the year 1905-6 amounted to $20,272.17.

The price of lumber at Calgary was $16 to $21 per thousand feet B.M.

Fifteen saw-mills were operating within the agency last year under government license.

The total amount of dues collected within the Edmonton agency during the fiscal year amounted to $19,388.57.

The average price of lumber during the year was $15 per thousand feet B.M.

There are twelve saw-mills in operation within this agency.

The total amount of dues collected within the Prince Albert agency during the year amounted to $28,477.31.

Lumber sold at Prince Albert at the average price of $17.80 per thousand feet B.M.

There are seven saw-mills in this agency cutting timber under license.

The total amount of dues collected within the Yukon Territory on account of timber dues during the fiscal year was $20,637.69.

There are ten saw-mills in this agency cutting timber under license.

Saw-mill returns received at this department give the following quantities of building materials as having been manufactured and sold during the year within the above-mentioned agencies:—

	Manufactured. Ft. B.M.	Sold. Ft. B.M.
Sawn lumber	123,523,205	121,781,792
Shingles	579,604	443,104
Laths	8,667,067	6,675,350

The quantity of lumber manufactured and sold within each agency will be found in the agents' reports appended hereto.

Seven hundred and seventy-one licenses were prepared. The areas in the provinces of Manitoba, Saskatchewan and Alberta, in the Northwest Territory, on Dominion lands in the province of British Columbia, and in the Yukon Territory in force on July 1, 1906, are as follows:—

	Square Miles.
Manitoba	1,151·36
Alberta	2,505·23
Saskatchewan	2,209·23
Northwest Territory	246·80
British Columbia	1,929·22
Yukon Territory	275·11

The number of applications received during the year to cut timber was 263; the number of berths granted was 93.

Within the past year 18 berths were cancelled or relinquished by the owners thereof.

The number of berths under license or authorized to be licensed in the provinces of Manitoba, Saskatchewan, Alberta and the Northwest Territory is 320, and on Dominion lands in the province of British Columbia 345. In the Yukon Territory 117 berths have been granted, covering a total area of 275·11 square miles.

The number of berths covered by permits on July 1, 1906, was 118.

MINING LANDS OTHER THAN COAL.

During the fiscal year 29 entries for quartz claims were granted by the agents of Dominion lands in Manitoba and the Northwest Territories.

In the Yukon Territory 34,760 placer claims, 6,009 quartz claims, 49,442 renewals and re-locations were recorded up to July 1, 1906. The returns for the fiscal year ending June 30, 1906, show that 787 entries for placer claims, 496 entries for quartz claims, 5,455 renewals and re-locations were recorded. The revenue collected from this source and from fees for registering other documents in connection with mining operations was $86,842.75.

Up to July 1, 1906, 93,657 free miners' certificates have been issued, producing a revenue of $933,436.01. During the fiscal year 4,569 free miners' certificates were issued, and the revenue derived therefrom was $28,118.02.

The following is a list of the government agencies whereat free miners' certificates were issued during the year, and the number issued at each within the year:—

Dominion lands agency at—	
Calgary, Alta.	22
Edmonton, Alta.	38
Lethbridge, Alta.	54
Winnipeg, Man.	81
Regina, Sask.	1
Agencies within the Yukon Territory—	
Clear Creek.	24
Dawson.	3,492
Duncan.	121
Kluahne.	97
Whitehorse.	531
Walsh Creek.	28
Other agencies and agents—	
Ottawa, Ont., Department of the Interior.	49
London, Eng., the High Commissioner's office.	10
Vancouver, B.C., the Dominion assay office.	10
Victoria, B.C., the Collector of Customs.	11
Total.	4,569

The total revenue received for dredging leases in the Yukon Territory up to July, 1906, was $149,564.60, and for the fiscal year, $881.70.

The total revenue received for the rent of the leaseholds in the Northwest Territory up to July 1, 1906, was $34,658.61, and for the past fiscal year $942.92.

The total sum collected up to July 1, 1906, for royalty on the gross output of placer mining claims in the Yukon Territory, after deducting the exemption allowed by the regulations, was $3,470,013.11. Of this amount the sum of $163,963.25 was collected during the last fiscal year.

The royalty was collected at the following places:—

Dawson.	$161,359 56
Whitehorse.	2,595 06
Fortymile.	8 63
Total.	$163,963 25

DREDGING.

Fifty-two leases to dredge for minerals other than coal in the submerged beds of rivers in the Yukon Territory are in force, covering a total mileage of 251 miles.

Sixty-four leases to dredge for minerals in the beds of rivers in the provinces of Alberta and Saskatchewan are in force, covering a total mileage of 342·75 miles.

HYDRAULIC MINING.

Sixteen leases are in force. The total frontage of the leaseholds is 41·90 miles. The leaseholds are all situated in the Yukon Territory, within a radius of 100 miles of Dawson.

COAL MINING LANDS.

The number of applications received during the year was 1,051. The revenue for the year derived from the sale of coal mining lands was $125,754.12. The area sold was 46,259 acres. The total area of coal lands sold up to July 1, 1906, was 148,440·43 acres, and the total amount received therefor was $544,567.57.

Twenty-five coal mining licenses, embracing an area of 9,076 acres in the Rocky Mountains Park of Canada, have been issued.

The revenue derived therefrom during the year ending on July 1, 1906, is as follows, viz.: $4,361.30, made up as follows: Rental, $1,488; royalty collected on coal mined thereunder, $2,873.

Total amount of rental collected to July 1, 1906, $5,882.97.

Total amount of royalty collected to July 1, 1906, $5,278.50.

GRAZING LANDS.

The total number of leases in force is 748, including a total area of 2,773,453·99 acres, distributed as follows:—

	Acres.
Province of Manitoba	11,950·00
Province of Saskatchewan	784,986·29
Province of Alberta	1,551,372·50
Railway Belt, B.C.	425,145·20

IRRIGATION.

During the year 55 applications for authority to divert water for irrigation and other purposes were received, and 44 authorizations to construct works in accordance with the provisions of the Northwest Irrigation Act were issued. One hundred and ninety-five licenses have been issued up to date to divert water.

The following is a statement of the office work performed from July 1, 1905, to June 30, 1906:—

Letters received and recorded	28,708
Letters sent	28,107
Pages of memoranda and schedule	12,802
Plans and sketches prepared	661
Timber—	
Berths applied for	263
Berths granted	93
Berths cancelled	18
Licenses for timber berths prepared in duplicate	771
Instructions issued for survey of timber berths	66
Returns of surveys of timber berths examined	32
Returns of saw-mills received and verified	1,489
Permits to cut timber issued by agents, also entered and checked	9,620
Accounts kept posted	855
Timber seizures entered and checked	393
Grazing—	
Applications for grazing lands received	1,048
Leases of grazing lands issued	87
Number of leases cancelled and relinquished	103
Applications for hay lands	22
Accounts kept posted—grazing	751
Accounts kept posted—hay	6
Hay permit forms used by the Dominion lands agents, also entered and checked over at this office	797
Mining—	
Accounts kept posted—dredging, 180, and hydraulic, 27	207
Applications for coal locations received	1,051
Applications for mining locations other than coal	50
New entries and renewals for mining locations granted in Manitoba and Northwest	29

New entries and renewals for mining locations granted in Yukon Territory	6,738
Applications for petroleum	88
Water-power	19
Applications for reservoir sites	1
Applications for gold dredging	78
Irrigation—	
Applications *re* irrigation recorded	55
Memorials examined	76
Plans examined	131
Authorizations for construction of ditches issued	44
Assignments of irrigation applications examined and recorded	4
Certificates issued by inspector, examined and recorded	29
Cancellation of irrigation applications issued and recorded	9
Irrigation licenses issued (in triplicate)	21
Miscellaneous—	
Applications to purchase or lease land in the Yukon Territory received and dealt with during the course of the year	37
Applications for water frontage	6
Leases for agricultural lands cancelled	1
Leases for water frontage issued	1

Your obedient servant,

R. H. CAMPBELL,
Chief Clerk.

REVENUE OF DOMINION LANDS

A.—STATEMENT of Receipts on account of Timber, Grazing,

Month.	Timber.	Grazing.	Hay.	Coal.	Irrigation.	Mining Fees.	Hydraulic
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	15,776 27	2,558 72	622 10	456 75	51 50	8,218 50	2,220 22
August	17,721 88	3,549 36	247 30	520 81	.....	10,787 00	300 00
September	18,566 37	3,111 12	29 00	254 87	.....	10,958 00	507 00
October	49,580 74	2,745 37	15 50	864 50	98 00	10,303 50	1,008 00
November	14,311 51	8,417 15	0 50	222 65	41 00	5,878 50	1,546 05
December	17,290 16	2,337 68	5 50	60 10	46 00	5,133 50	769 32
1906.							
January	18,862 01	2,114 54	2 60	1,737 55	.....	3,606 50	500 00
February	21,162 17	3,566 61	60 30	122 25	53 50	5,473 00	481 10
March	21,636 24	7,781 32	7 05	426 05	49 25	4,930 00	1,456 50
April	20,704 12	5,966 09	545 10	267 25	....	4,929 00	453 70
May	49,404 82	3,612 80	506 95	1,595 95	159 75	5,962 00	....
June	30,962 93	6,145 63	838 15	118 75	25 25	11,628 25	150 00
	295,979 22	51,906 39	2,880 05	6,647 48	524 25	87,807 75	9,391 89
Scrip (Sept., 1905)	.....	80 00	.....	.....	.....	.....	.....
	295,979 22	51,986 39	2,880 05	6,647 48	524 25	87,807 75	9,391 89

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(YUKON INCLUDED).

Hay, Mineral and Irrigation, for the Fiscal Year, 1905–1906.

Dredging.	Free Miners' Certificates.	Royalty on Gold.	Free Certificates.	Rent from Water Power.	Fish and Game.	Stone Quarry.	Totals.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	4,545 00	28,947 40	82 00	33 73	.....	.....	63,512 19
64 28	4,352 50	27,197 46	64 00	.....	.....	.....	64,804 59
.....	4,525 50	37,319 61	126 50	.....	.....	17 00	75,494 97
500 00	2,881 50	17,496 80	38 00	.....	.....	.....	85,531 91
.....	1,377 00	84 80	2 50	5 30	.....	160 00	32,046 96
.....	1,439 00	1,219 17	4 00	.....	.....	.....	28,304 43
350 00	894 00	1,399 87	4 50	32 00	.....	.....	29,503 57
230 00	831 18	4,370 03	2 50	32 00	.....	.....	36,384 64
515 80	1,003 75	19 13	6 50	.....	5 00	.....	37,836 59
164 54	963 00	294 29	4 50	.....	.....	.....	34,291 59
.....	1,425 00	24,022 77	6 50	12 90	.....	.....	86,709 44
.....	3,880 59	21,591 92	40 00	.....	.....	.....	75,381 47
1,824 62	28,118 02	163,963 25	381 50	115 93	5 00	177 00	649,722 35
							80 00
1,824 62	28,118 02	163,963 25	381 50	115 93	5 00	177 00	649,802 35

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REVENUE ON ACCOUNT OF

C.—STATEMENT of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Gold

Revenue from	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Timber Dues				43,911 71	54,097 64
Grazing Lands					
Hay Lands				29 50	1,733 50
Coal Lands					
Hydraulic Leases				500 00	8,525 00
Dredging Leases				132,505 50	3,500 00
Gold				287,423 55	575,812 79
Free Certificates for Export of Gold					
Royalty on Water Sold					
Mining Fees	5 00	22 00	1,220 00	145,886 94	303,665 65
Free Miners' Certificates				116,243 89	227,354 13
	5 00	22 00	1,220 00	726,501 09	1,174,688 71
Less Mining Fees misappropriated $3,784, also $58 transferred to Patent Branch, 1901-02					
	5 00	22 00	1,220 00	726,501 09	1,174,688 71

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THE YUKON TERRITORY.

and Mining Fees for each Fiscal Year from July 1, 1894, to June 30, 1906.

1899-1900.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	Totals.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
35,468 46	74,893 80	42,452 29	61,197 39	38,807 90	25,503 97	20,637 69	396,970 85
100 00	51 20	91 95	.....	.....	9 92	10 00	263 07
7,596 75	4,057 42	1,978 50	277 67	467 55	283 00	194 50	16,618 39
.....	.....	.....	.....	5 50	69 93	550 30	625 73
6,868 15	11,412 32	19,582 40	12,467 39	10,383 11	6,957 05	9,391 89	86,087 31
1,000 00	2,650 00	4,355 00	3,646 46	640 16	385 78	881 70	149,564 60
733,041 04	596,368 03	331,532 04	302,893 48	272,217 96	206,760 87	163,963 25	3,470,013 01
.....	.....	.....	.....	27 00	452 00	381 50	860 50
.....	.....	.....	.....	139 75	65 65	.....	205 40
154,386 70	348,658 30	259,598 10	200,208 49	145,391 14	92,854 00	86,842 75	1,738,739 07
126,709 80	125,861 00	118,312 02	82,624 52	62,190 10	46,022 53	28,118 02	933,436 01
1,065,170 90	1,163,952 07	777,902 30	663,315 40	530,270 17	379,364 70	310,971 60	6,793,383 94
.....	.....	3,342 00	.....	.....	.....	.....	3,342 00
1,065,170 90	1,163,952 07	774,560 30	663,315 40	530,270 17	379,364 70	310,971 60	6,790,041 94

REVENUE FROM THE YUKON TERRITORY.

B.—STATEMENT of Receipts from Timber, Hay, Coal, Hydraulic Mining, Royalty on Gold and Mining Fees for the Fiscal Year 1905-1906.

Month.	Timber Dues.	Grazing	Hay.	Coal.	Hydraulic.	Dredging Leases.	Free Miners' Certificates.	Gold.	Free Certificates for Export of Gold.	Mining Fees.	Totals.
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	3,416 33	4 97	73 50	163 00	2,220 22		4,545 00	28,947 40	82 00	8,108 50	47,560 92
August	2,194 22		64 00		300 00		4,352 50	27,197 46	64 00	10,629 50	44,801 68
September	1,236 48				507 00		4,525 50	37,319 61	126 50	10,933 00	54,648 09
October	3,450 74			231 20	1,008 00	500 00	2,881 50	17,496 80	38 00	9,778 50	35,384 74
November	719 49			28 60	1,546 05		1,377 00	84 80	2 50	5,856 00	9,614 44
December	1,003 71				769 32		1,439 00	1,219 17	4 00	5,101 00	9,536 20
1906.											
January	378 58				500 00		894 00	1,399 87	4 50	3,591 50	6,768 45
February	648 83				481 10	230 00	831 18	4,370 03	2 50	5,470 50	12,034 14
March	2,286 21				1,456 50	1 70	1,003 75	19 13	6 50	4,925 00	9,698 79
April	2,576 68	5 03			453 70	150 00	963 00	294 29	4 50	4,931 00	9,378 20
May	1,615 50		40 00	127 50			1,425 00	24,022 77	6 50	5,907 00	33,144 27
June	1,110 92		17 00		150 00		3,880 59	21,591 92	40 00	11,613 25	38,403 68
	20,637 69	10 00	194 50	550 30	9,391 89	881 70	28,118 02	163,963 25	381 50	86,844 75	310,973 60
Less $2 short in return for March, 1906										2 00	2 00
Total cash deposits	20,637 69	10 00	194 50	550 30	9,391 89	881 70	28,118 02	163,963 25	381 50	86,842 75	310,971 60

YUKON REVENUE.

D.—STATEMENT showing the total Gold Production, the total Exemption, the total subject to Royalty, and the total Royalty collected for each Fiscal Year from May 1, 1898, to June 30, 1906.

Fiscal Year.	Gold Production.	Exemption.	Subject to Royalty.	Royalty Collected.	Infringements.	Total Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1897-1898	3,072,773 20	339,845 00	2,732,928 20	273,292 82	.....	273,292 82
1898-1899	7,582,283 02	1,699,657 02	5,882,626 00	588,262 37	1,681 15	589,943 52
1899-1900	9,809,464 64	2,501,744 64	7,307,720 00	730,771 99	2,269 05	733,041 04
1900-1901	9,162,082 79	1,927,666 62	7,234,416 17	592,660 98	3,707 05	596,368 03
1901-1902	9,566,340 52	1,199,114 64	8,367,225 88	331,436 79	95 25	331,532 04
1902-1903	12,113,015 34	.....	12,113,015 34	302,893 48	.....	302,893 48
1903-1904	10,790,663 12	.....	10,790,663 12	272,217 96	.....	272,217 96
1904-1905	8,222,053 91	.....	8,222,053 91	206,760 87	.....	206,760 87
1905-1906	6,540,007 09	.....	6,540,007 09	163,963 25	.....	163,963 25
Summary for 1905-1906.	76,858,683 63	7,668,027 92	69,190,655 71	3,462,260 51	7,752 50	3,462,260 51
Dawson	6,454,346 10	.....	.....	.....	.....	161,359 56
Whitehorse	85,315 99	.....	.....	.....	.....	2,595 06
Fortymile	345 00	.....	.....	.....	.....	8 63
	6,540,007 09	.....	.....	.....	.....	163,963 25

YUKON REVENUE.

E.—STATEMENT showing the Revenue collected for Free Miner's Certificates issued during the Fiscal Years 1898 to June 30, 1906.

Fiscal Year.	Amount.
	$ cts.
1897-1898	116,243 89
1898-1899	227,354 13
1899-1900	126,709 80
1900-1901	125,861 00
1901-1902	118,312 02
1902-1903	82,624 52
1903-1904	62,190 10
1904-1905	46,022 53
1905-1906	28,118 02
	933,436 01

AGENCIES where Free Miner's Certificates were issued during the Fiscal Year 1905–6.

—	Amount.
Dominion Lands Agencies.	$ cts.
Calgary, Alberta	138 00
Edmonton "	277 75
Lethbridge "	201 50
Regina, Sask	5 00
Winnipeg, Man	465 00
Yukon Agencies.	
Clear Creek	168 50
Dawson	20,678 75
Duncan	687 25
Kluane	738 00
Whitehorse	3,319 09
Walsh	49 00
Other Agencies.	
Ottawa, Ont., Interior Dept	1,267 68
London, England, High Commissioner	17 50
Vancouver, B.C., Assay Office	55 00
Victoria, B.C., Collector of Customs	50 00
	28,118 02

No. 19.

REPORT OF THE INSPECTOR OF CROWN TIMBER AGENCIES.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
WINNIPEG, September 12, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit my annual report in connection with my work as inspector of Crown timber agencies for the departmental year ended June 30, 1906.

Along the line of my duties I gave direction to the agents and forest rangers in the conduct of their work.

I visited during the year a number of the Crown timber offices, and made a thorough inspection of the books and accounts and the method of dealing with the business, a report upon which was forwarded to you in each instance at the time.

I spent the month of November and part of October and December making inspection of the operations of millmen in the New Westminster district. Assisted by the agent, Mr. Leamy, the books and accounts of a large number of operators were examined. My findings were given to you in an exhaustive report forwarded from Winnipeg.

From my inspection reports and those which I have had occasion to make during the year, dealing with administration, it was shown there was much need in some quarters for improvement. The action that should be taken in this regard, according to my views, has been given to you, and while deemed unnecessary to reiterate them, I would like to point out that as conditions at present exist at many of the offices the agents have not the necessary time at their disposal for exercising proper supervision over the work in the office or of the forest rangers in the field.

I am kept in close touch with the work of these offices by my inspections, and through the checking of the agents' weekly returns prepared for the department, which pass through my hands in transit.

The saw-mill returns also pass through my hands, and receive careful checking. Where errors are discovered, the agent and the department are advised, and it is seen that the necessary corrections are made.

The disbursement accounts of the forest rangers also pass through my hands for the purpose of being checked, payment thereof being made on my approval. The correspondence arising over the checking of these returns and accounts and the answering of letters of general inquiry from the agents is large, and calls in a large measure for my personal attention.

The demands for timber upon the lands of the Crown, and the value thereof are steadily increasing, as is evidenced by the large number of timber berths awarded during the year, and the bonuses paid. Permits to cut timber upon Dominion lands for individual use for buildings, fencing and fuel were granted to upwards of ten thousand settlers, and those for hay to upwards of two thousand.

LUMBERING INDUSTRY.

In my annual report as agent upon the work of the Crown timber office at Winnipeg, on another page, I give a statement which purports to show the amount of timber sold within the Winnipeg district during the year, and also for comparison the sales

for the previous year. As indicated by these figures, the demand for lumber has increased enormously during this year, which increase it is expected will continue to grow with succeeding years at greater ratio.

The following statistics giving the number of saw-mills, stationary and portable, and the amount of lumber manufactured at same during the year in the provinces of Saskatchewan and Alberta, were prepared by the agents at Calgary, Edmonton and Prince Albert:—

		Lumber Manufactured. Ft. B.M.
Calgary district—		
Number stationary mills	15	18,670,956
" portable mills	10	2,163,154
Edmonton district—		
Number stationary mills	7	12,981,834
" portable mills	45	11,000,000
Prince Albert—		
Number stationary mills	6	19,282,345
" portable mills	10	1,225,000
Total	93	65,323,289
Winnipeg district, including Manitoba and Eastern Saskatchewan—		
Number stationary mills	39	50,755,905
" portable mills	48	18,000,000
Total	180	134,079,194

This lumber was practically all disposed of as manufactured, the demand in all parts of the country being very active. In addition to quantities given above there was imported and sold, approximately: 179,000,000 ft. B.M. from province of Ontario; 360,000,000 ft. B.M. from province of British Columbia; 24,000,000 ft. B.M. from United States, bringing the total sales of lumber during the year in the provinces of Manitoba, Saskatchewan and Alberta to almost 700,000,000 feet.

Your obedient servant,

E. F. STEPHENSON,
Inspector of Crown Timber Agencies.

CROWN TIMBER AGENCIES.

A.—Summary of Work Performed during the Year ending June 30, 1906, showing Number of Transactions under various heads and Amount of Revenue Collected.

Agencies.	Bonus.	Ground Rent.	Royalty on Sales.	Timber permits.	Timber seizures.	Hay permits.	Grazing Rents.	Mining Rents.	Coal Lands Royalty, etc.	Stone quarries.	Sundries.	School Lands, Hay, Timber and Grazing.	Revenues.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	$ cts.
Alameda				201	2	119	2	17					708 88
Battleford				149		62						90	595 56
Brandon				233		17						263	783 07
Banff													7,756 99
Calgary		12	40	922	37	104	64	39	30				17,738 33
Dauphin				1,386	32	151	5	4				1	11,721 58
Edmonton		30	37	1,393	10	84		56	8			159	12,067 75
Lethbridge				599	33	101	112	83	23				5,639 33
Minnedosa				224	4	155						2	2,165 33
New Westminster		241	51	44									35,699 05
Prince Albert		36	16	1,352	57	69	1					82	20,344 58
Red Deer				481	3	33	1		23			83	861 09
Regina				1,316	4	290	21	1	1				2,473 19
Yorkton				569	1	30	3				2	84	933 95
Winnipeg		115	88	960	64	223	6	109				488	62,255 31
													$181,743 89

E. F. STEPHENSON,
Inspector of Crown Timber Agencies.

B.—SUMMARY of Work Performed by Forest Rangers for the Year ended June 30, 1906.

Name.	Headquarters.	Applications for timber permits taken.	Applications for hay permits taken.	Number of seizures made.	Land inspections made.	Applications for patent taken.	Number of days at field work.	Number of days at headquarters.	Miles Travelled. By Wagon.	Miles Travelled. By Rail.	Travelling and living expenses self and horse.	Expenses for new and on old travelling equipment.	Remarks.
											$ cts.	$ cts.	
Coxe, Joseph	Douglas	.....	.....	.....	.....	.....	245	120	5,565	.....	360 00	.....	Paid by Forestry Branch.
Cameron, J. A. C	Edmonton	.....	.....	3	85	.....	256	88	7,424	200	755 80	25 25	21 days vacation.
Lusted, John	Selkirk	6	.....	8	163	.....	301	63	3,665	4,623	708 78	18 90	1 day off duty.
Margach, W. I.	Calgary	.....	.....	9	13	.....	243	117	3,928	9,301	1,050 34	310 05	5 days off duty.
McDonald, D. J.	Kamloops	1	.....	4	97	19	98	206	1,667	5,188	693 30	.....	Diary and account received to May 4, 1906.
Rutherford, John	Carlyle	516	4	1	.....	.....	276	89	4,702	.....	523 02	.....	
Robertson, A. L.	Prince Albert	58	.....	35	4	.....	240	123	3,645	652	452 73	9 85	2 days off duty.
Stauffer, Jos. E.	Didsbury	185	.....	24	29	.....	235	111	3,077	2,815	638 87	41 55	19 days off duty.
Walkinshaw, C. A	Boissevain	194	6	.....	.....	.....	341	24	3,709	.....	667 64	.....	
White, J. B	Winnipeg	16	.....	38	70	25	314	51	4,535	6,802	1,185 16	47 70	
Young, Thos	Dauphin	12	.....	15	96	14	224	15	3,019	5,430	620 06	11 35	Acc't. received to March 7, '06, died June 4, '06.
		988	10	137	557	58	2,773	1,007	44,936	35,011	7,655 70	464 64	

E. F. STEPHENSON,
Inspector of Crown Timber Agencies.

No. 20.

REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., October 8, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report for the twelve months ending June 30, 1906.

The receipts of this office for the fiscal year ending June 30, 1906, amounted to $33,627.27, which together with $48,855.70 collected at head office on account of this agency, make a total of $82,482.97.

I also inclose schedule of mills situated in the Dominion Railway Belt in the province of British Columbia, which gives the usual statistics respecting the timber trade.

I am pleased to be able to say that the lumber business in this province has increased very materially since my last annual report.

While the volume of business in Dominion timber is not much greater than that of last year, considerable more business has been done in timber cut on provincial lands than usual.

This is largely owing to the fact that the lumbermen find it more advantageous to hold, instead of working their Dominion leases, as they consider that greater security is afforded them under the Dominion regulations, instancing the question of fire-guarding; for this and other reasons they prefer holding their Dominion leases in abeyance.

I may say that we have been very successful in coping with forest fires during the past season, there not having been $5,000 worth of merchantable timber destroyed by fire within the Dominion Railway Belt.

The season was an extremely hot and dry one, little, if any, rain having fallen during the months of July and August.

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

JAMES LEAMY,
Crown Timber Agent.

STATEMENT of Receipts of New Westminster Crown Timber Agency for the Fiscal Year ending June 30, 1906.

Year.	Month.	Ground Rent.	Royalty.	Permit Dues.	Seizure Dues.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1905....	July	207 28	632 54	25 25		865 07
	August	188 25	1,575 43	25 50	23 50	1,812 68
	September	183 86	2,843 71			3,027 57
	October		2,287 97	653 85	240 20	3,182 02
	November	380 18	525 24	271 77		1,177 19
	December	4 13	3,166 82	68 00		3,238 95
1906....	January	59 00	275 65	53 25		387 90
	February	4 00	198 22	286 52		488 74
	March	231 87	33 53	235 39		500 79
	April	2,571 44	319 87	36 44		2,927 75
	May	5,631 48	4,519 29	3,144 61	79 25	13,374 63
	June	518 92	2,104 56	20 50		2,643 98
		9,980 41	18,482 83	4,821 08	342 95	33,627 27
	Amount collected at head office					48,855 70
	Total					82,482 97

LIST of Mills operating in Dominion Railway Belt in British Columbia and Statement showing Quantity of Timber Manufactured during Fiscal Year ended June 30, 1906.

Name of Owner.	Where Situated.	Capacity of Mill.	Power.	Operating on Limit No.	Locality of Limit.	Quantity of lumber manufactured.	Quantity of lumber sold from quantity manufactured and quantity on hand from previous years.	Quantity of lumber on hand.
		Ft.				Ft.	Ft.	Ft.
Palliser Lumber Co.	Palliser	30,000	Steam	406, 3 and 29	Beaver Foot and Kicking Horse	2,224,868	2,220,379	892,076
Columbia River Lumber Co.	Golden	40,000	"	258, 257, 278 and 231	Columbia River	205,957	20,597	
" "	Beaver	100,000	"	129, 15 and 16	"			
" "	Kualt	40,000	"	250, 71, 72, 78, 45,242	Shuswap	2,844,185	1,595,843	837,932
" "	Carlin	15,000	"	239		2,329,025	3,758,630	634,782
Yale-Columbia Lumber Co.	Nakusp	30,000	"	88, 114	Columbia River			
Bowman Lumber Co.	Revelstoke	30,000	"	112, 113, 123, 207, 249	"	5,361,557	7,372,905	3,269,485
"	Wigwam	*30,000	"		"			
Harrison River M. T. & T. Co	Harrison River	75,000	"	Not operating.	Harrison River			
E. H. Heaps & Co	Vancouver	125,000	"	185, 96, 33	Stave River and Lake	196,387	736,982	
North Pacific Lumber Co	Barnet	120,000	"	Not operating.				
Brunette Saw Mill Co	Sapperton	75,000	"	33 blk. 2, and 138	Stave River and Lake	242,444	242,444	
B.C. Mills T. & T. Co	New Westminster.	90,000	"	86	Mud Bay	1,278,630	1,278,630	
"	Vancouver							
Grant & Kerr	Ladner	25,000	Steam	Not operating.	Mud Bay and Stave Lake			
Pacific Coast Lumber Co	Vancouver	125,000	"	"	Coquihalla River			
Hastings Shingle Mfg. Co.	"	125,000	"	52	Port Moody			
G. E. Farrer	"	No mill.		433	North Arm Burrard Inlet			
K. Mikuni	"	"		436	"			
Vancouver Power Co.	"	"						
West Coast Timber Co.	"	"		299	North Arm Burrard Inlet			
Big Bend Lumber Co.	Arrowhead	100,000	Steam	316	Arrowhead	5,494,892	3,507,898	
Arrowhead Lumber Co.	"	125,000	"	333 and 335	"			
T. W. Paterson.	Port Moody	No mill.		Not operating.				
Wm. H. Pratt	Revelstoke	"		64	Greedy Creek	11,500	11,500	
Kamloops Lumber Co.	Kamloops			240		1,450,104	1,450,104	
Eagle River Lumber Co.	Three Valley	50,000	Steam	343	Revelstoke			
						21,639,549	21,165,912	5,634,275

* Shingles.

LIST of Mills operating in Dominion Railway Belt of British Columbia, &c.—*Concluded.*

Name of Owner.	Quantity of shingle bolts manufactured.	Quantity of shingle bolts sold out of quantity manufactured, and quantity on hand from previous year.	Quantity of shingle bolts on hand.	Quantity of lath manufactured.	Quantity of lath sold.	Quantity of lath on hand.	Quantity of railway ties manufactured.	Quantity of railway ties sold.	Quantity of railway ties on hand.	No. of mill returns received.	Date of last return.
	Cords.	Cords.	Cords.	M.	M.	M.	Pieces.	Pieces.	Pieces.		1906.
Palliser Lumber Co										9	March 31.
Columbia River Lumber Co										9	" 31.
" "				413,267	1,586,100	540,800	37,116	37,116		9	" 31.
" "										9	" 31.
" "										9	" 31.
Yale-Columbia Lumber Co										9	" 31.
Bowman Lumber Co										9	" 31.
"										9	" 31.
Harrison River M. T. & T. Co										9	" 31.
E. H. Heaps & Co										9	" 31.
North Pacific Lumber Co										9	" 31.
Brunette Saw Mill Co										9	" 31.
B. C. Mills T. & T. Co										12	June 30.
"											March 31.
Grant & Kerr										12	" 31.
Pacific Coast Lumber Co										12	" 31.
Hastings Shingle Mfg. Co	1,409	1,409								12	" 31.
G. E. Farrer	1,567	1,567								12	June 30.
K. Mikuni	550	550								9	March 30.
Vancouver Power Co											" 30.
West Coast Timber Co										12	June 30.
Big Bend Lumber Co										9	March 30.
Arrowhead Lumber Co										9	" 30.
T. W. Paterson	795	795								9	" 30.
Wm. H. Pratt	33	33								9	" 30.
Kamloops Lumber Co										9	" 30.
Eagle River Lumber Co										9	" 30.
	4,354	4,354		413,267	1,586,100	540,800	37,116	37,116			

No. 21.

REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
EDMONTON, July 7, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith schedules 'A' and 'B' relative to the work of the timber and mines branch of this agency for the year ending June 30, 1906.

The total amount cut in B.M. by berth owners was 9,819,262 feet B.M., and for the settlers by portable mills the estimated cut in round figures was 10,000,000 feet B.M.

The returns of John Walter, the largest operator of berths, for the three months ending June 30 have not yet been received.

The average price per thousand feet B.M. was $15.

I have the honour to be, sir,
Your obedient servant,

A. G. HARRISON,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands at the Crown Timber Office, Edmonton, Sask., for the 12 months ending June 30, 1906.

Month.	Dominion Lands.	School Lands.	Total.
1905.	$ cts.	$ cts.	$ cts.
July	680 72	161 55	
August	74 76	5 00	
September	58 10	0 75	
October	1,028 04	10 40	
November	299 02	12 00	
December	1,239 30	226 55	
1906.			
January	3,147 98	117 75	
February	481 30	23 15	
March	446 40	55 50	
April	209 13	33 25	
May	2,505 57	140 90	
June	1,015 33	95 30	
	11,185 65	882 10	12,067 75
Collected at Head Office	8,202 92	.....	8,202 92
	18,388 57	882 10	20,270 67

Certified correct,

A. G. HARRISON,
Crown Timber Agent.

SCHEDULE B.

RETURN of Saw-mills Operating in Edmonton Crown Timber Agency under Government License, during the Year ending June 30, 1906.

Name of Owner.	Where Situated.	Kind of Power.	No. of Horse Power.	Operations began.	Berth No.	Lumber Manufactured.	Lumber Sold.	Date of Last Return.	Description of Timber.
						B. M.	B. M.		
D. R. Fraser & Co	Edmonton	Steam	150	1899	788	691,494	468,833	June 30, '06	Spruce.
"	"	"	150	1905	812	106,816	106,816	" 30, '06.	"
"	"	"	150	.....	1,008	Nil.	Nil.	" 30, '06..	.....
"	"	"	150	.....	1,141	"	"	" 30, '06..	.....
"	"	"	150	.....	1,150	"	"	" 30, '06..	.....
John Walter	Strathcona	"	150	1900	881	"	"	May 31, '05..	.....
"	"	"	150	1900	864	1,363,986	2,057,993	Mar. 31, '06..	Spruce.
"	"	"	150	1906	1,140	Nil.	Nil.	" 31, '06..	.....
"	"	"	150	1906	1,163	"	"	" 31, '06..	.....
"	"	"	150	.....	S. L., 33	"	"	" 31, '06..	.....
"	"	"	150	.....	1,196	"	"	" 31, '06..	.....
D. R. Fraser & Co. and John Walter	Edmonton & Strathcona	"	150 & 150	1900	496	595,053	595,053	April 30, '06..	.....
" "	" "	"	150	1900	9 bl. 5 & 6	3,722,032	6,243,736	June 30, '06 / Mar. 31, '06	Spruce.
" "	" "	"	150	.....	302	Nil.	Nil.	" 31, '06..	.....
" "	" "	"	150	.....	1,691	"	"	" 31, '06..	.....
" "	" "	"	150	.....	1,161	"	"	" 31, '06..	.....
" "	" "	"	150	.....	1,160	"	"	" 31, '06..	.....
" "	" "	"	150	.....	1,211	"	"	" 31, '06..	.....
Deering Implement Co	Stony Plain.	"	.....	1900	887	"	"	" 31, '06..	.....
Foulger & Rowley	Ponoka	"	100	1901	949	1,500,000	1,010,579	Dec. 31, '05..	Spruce.
Hugh McPhee	Spruce Grove	"	.....	1903	1,042	Nil.	Nil.	June 30, '05..	.....
J. A. Powell	Half Moon Lake	"	.....	1903	849	"	"	Dec. 31, '05..	.....
Edmonton Lumber Co	Edmonton	"	.....	.....	955	"	"	Mar. 31, '06..	.....
"	"	"	.....	.....	962	"	"	" 31, '06..	.....
"	"	"	.....	.....	963	"	"	" 31, '06..	.....
"	"	"	.....	.....	968	"	"	" 31, '06..	.....
"	"	"	.....	.....	970	"	"	" 31, '06..	.....
"	"	"	.....	.....	971	"	"	" 31, '06..	.....

SCHEDULE B—*Concluded.*

RETURN of Saw-mills Operating in Edmonton Crown Timber Agency under Government License, during the Year ending June 30th, 1906—*Concluded.*

Name of Owner.	Where Situated.	Kind of Power.	No. of Horse Power.	Operations began.	Berth No.	Lumber Manufactured.	Lumber Sold.	Date of Last Return.	Description of Timber.
						B. M.	B. M.		
Edmonton Lumber Co	Edmonton	Steam			972	Nil.	Nil.	Mar. 31, '06	
"	"	"			1,007	"	"	" 31, '06	
"	"	"			1,009	"	"	" 31, '06	
"	"	"			1,202	"	"	" 31, '06	
"	"	"			1,204	"	"	" 31, '06	
"	"	"			1,104	"	"	" 31, '06	
"	"	"			1,082	"	"	" 31, '06	
"	"	"			1,088	"	"	" 31, '06	
"	"	"			1,125	"	"	" 31, '06	
"	"	"			1,156	"	"	" 31, '06	
"	"	"			1,231	"	"	" 31, '06	
"	"	"			1,104	"	"	" 31, '06	
"	"	"			1,262	"	"	" 31, '06	
W. S. Dwinnell				1905	1,020	"	"	Dec. 31, '04	
F. Fetherstonhaugh	Fort Saskatchewan	"		1901	956	974,784	974,784	Mar. 31, '06	Spruce.
Blain & McKelvey	Ponoka	"	100	1901	1,019	245,649	245,649	" 31, '06	"
" "	"	"	100	1903	1,022	Nil.	Nil.	Dec. 31, '05	
" "	"	"	100	1905	1,190	174,648	174,648	Mar. 31, '06	Spruce.
Imperial Pulp Co					1,031	Nil.	Nil.	June 30, '04	
"					1,052	"	"	" 30, '04	
"					1,058	"	"	" 30, '04	
"					1,097	"	"	" 30, '04	
"					1,098	"	"	" 30, '04	
McDonald & Frith					1,040	"	"	Dec. 31, '05	
T. A. Burrows					1,046	"	"	June 30, '06	
"					1,099	"	"	" 30, '06	
"					1,093	"	"	" 30, '06	
"					1,094	"	"	" 30, '06	
"					1,068	"	"	" 30, '06	
"					1,191	"	"	" 30, '06	
"					1,192	"	"	" 30, '06	

W. B. McPherson	Bentley	Steam		1903	1,065	344,800	281,092	Mar. 31, '06	Spruce.
N. S. Edgar					1,076	Nil.	Nil.	Dec. 31, '05	
Mutchenbacker Bros					1,077	"	"	June 30, '06	
"					1,087	"	"	" 30, '06	
R. T. Telford					1,084	"	"	Dec. 31, '05	
John Gentles					1,096	"	"	" 31, '05	
"					1,092	"	"	" 31, '05	
"					1,095	"	"	" 31, '05	
John Fraser				1904	1,043	"	"	" 31, '04	
D. E. Noyes & Sons					1,109	"	"	" 31, '05	
A. W. Fraser					1,122	"	"	" 31, '05	
Edward Lyons		Steam		1905	1,131	8,000	106,000	" 31, '05	Spruce.
Thomas Swift		"		1906	1,185	92,000	92,000	June 30, '06	"
Arthur Mowatt					1,199	Nil.	Nil.	" 30, '06	
H. McDonald					1,208	"	"		
Huff & Carter					1,213	"	"		
J. A. Bradley					1,214	"	"		
D. N. McDonald					1,216	"	"	June 30, '06	
Wm. Humbertstone					1,232	"	"	" 30, '06	
"					1,235	"	"	" 30, '06	
R. Blackburn					1,238	"	"	" 30, '06	
Ritchie & Walter					1,234	"	"	Mar. 31, '06	
T. O. Davis					1,231	"	"		
J. W. Stewart					1,221	"	"	Sept. 30, '05	
"					1,222	"	"	" 30, '05	
"					1,223	"	"	" 30, '05	
"					1,224	"	"	" 30, '05	
"					1,225	"	"	" 30, '05	
"					1,226	"	"	" 30, '05	
"					1,220	"	"	" 30, '05	
Total						9,819,262	12,357,183		

A. G. HARRISON,
Crown Timber Agent.

No. 22.

REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS AND CROWN TIMBER OFFICE,
CALGARY, July 31, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the twelve months ending June 30, 1906.

Schedule 'A,' statement of receipts on account of Crown timber, covering the period referred to, amounting to $20,272.17.

Schedule 'B,' showing the saw-mills within the Crown timber agency in operation under government license to June 30, 1906.

Schedule 'C,' general office work.

You will observe that the quantity manufactured from licensed berths during the year amounts to 19,397,856 ft. B.M., quantity sold, 17,960,248 ft. B.M., manufactured by portable mills under permits, approximately, 2,052,198 ft. B.M., and from lands other than Crown lands, 440,000 ft. B.M., making a total of 21,890,054 ft. manufactured and 17,960,248 ft. sold.

Hereto annexed please find Chief Forest Ranger Margach's report. Lumber is considerably higher than it was last year, and manufacturers find difficulty in supplying the demand.

I have the honour to be, sir,
Your obedient servant,

J. R. SUTHERLAND,
Crown Timber Agent.

No. 22A.

REPORT OF CHIEF FOREST RANGER MARGACH.

(Appended to report of Calgary Crown Timber Agent.)

CALGARY, ALTA., July 30, 1906.

The Agent of Dominion Lands,
Calgary, Alta.

SIR,—In reference to lumber cut at portable mills during the year ending June 30, 1906, I beg to say that the total amount cut by such mills was 2,492,198 ft. B.M., 2,052,198 ft. B.M. was cut under authority of permits issued for use on the lands of the permittee, and 440,000 was taken from lands other than Crown lands, making the total of 2,492,148 ft. B.M. The present prices of lumber will average from $3 to $4 per M. more at the local yards than a year ago, it is also very difficult for yardmen to get their orders filled by the British Columbia millmen, owing to the demand of taking the material from the saw, hence the mill stocks are very light.

There have been very bad fires on and in the vicinity of timber berths No. 252 and 253 during the months of April and May of this year, and I do not think that there is any doubt but what those fires are caused from people who are clearing land, and squatters as well as those who have homestead entries, and I think that it is impossible to work with fire in clearing lands where it is grass and spruce. One man can start such fires, while a ranger with an army of men cannot stop it in timber that has such a growth of grass in and about the timber, as in this country the spruce cones will ignite the grass half a mile away, making fire-breaking an impossibility.

In my opinion settlers should not be allowed to go on to lands that have a timber value, or in the vicinity of timber that has a merchantable value. In the above-mentioned fire I believe at least 100,000,000 ft. were destroyed.

There have been no new coal mines opened in this district, although large investments have been made for the purpose of procuring a supply of building material at the stone quarries, brick yards and in the two plants for the manufacturing of Portland cement at Kananaskis, and Calgary, both of which plants are modern.

Your obedient servant,

J. W. MARGACH,
Chief Forest Ranger.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands at the Crown Timber Office, Calgary, Alta., for the 12 months ending 30th June, 1906.

Month.	Dominion Lands.	School Lands.	Total.
1905.	$ cts.	$ cts.	$ cts.
July	2,398 07	118 10	
August	603 65	56 30	
September	67 43	9 00	
October	2,847 33	25 60	
November	1,208 91	4 00	
December	156 04	25 60	
1906.			
January	1,717 63	64 00	
February	869 31	77 60	
March	425 20	124 04	
April	1,879 86	33 60	
May	2,170 39	432 70	
June	862 51	624 00	
	15,206 33	1,594 54	16,800 87
	5,065 84	.....	5,065 84
Collected at Head office	20,272 17	1,594 54	21,866 71

SCHEDULE B.

STATEMENT showing Saw-mills within Calgary Crown Timber Agency in operation under Government License to June 30, 1906.

Name of Owner or Assignee.	Where Situated.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Description of Timber.	Logs Cut at	Logs Manufactured and Sold.		Quantity of Shingles Manufactured and Sold.	Date of Last Return.	No. of Return.	Berth No.
								Feet.				
G. H. Bawtenheimer	L'tle Red Deer River	Steam		1900	Fir and Spruce	Tp. 32 R's. 5 and 6 W. 5 M.	On hand Mar. 31, 1905	344,804	Nil.	Mar. 31, 1906	3	252
							Manufactured	1,067,666				
								1,412,470				
							Sold	929,154				
							On hand Mar. 31, 1906	483,316				
Eau Claire and Bow River Lumber Co.	Calgary	Steam		1887	Fir, Spruce, Cypress and Pine.	Spray River	On hand Mar. 31, 1905	2,237,586	"	June 30, 1906	5	E. & F.
							Manufactured	5,690,000				
								7,927,586				
							Sold	4,964,446				
							On hand June 30, 1906	2,903,140				
James & Otterbine	Didsbury	Steam		1902			On hand Mar. 31, 1905	26,590	"	Mar. 31 1906	4	1,143
							Manufactured	Nil.				
							Sold	26,590				
							On hand Mar. 31, 1906	Nil.				
Hon. P. McLaren	Blairmore	Steam	40	1882	Spruce and Fir		On hand Mar. 31, 1905	935,001	"	June 30, 1006	5	36 "A"
							Manufactured	8,144,675				
								9,079,676				
							Sold	8,594,199				
							On hand June 30, 1906	485,497				

SCHEDULE B.—STATEMENT showing Saw-mills within Calgary Crown Timber Agency, &c., to June 30, 1906.—*Concluded.*

Name of Owner or Assignee.	Where Situated.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Description of Timber.	Logs Cut at	Logs Manufactured and Sold.		Quantity of Shingles Manufactured and Sold.	Date of	No. of Return.	Berth No.
								Feet.				
Hon. Peter McLaren							On hand June 30, 1905	Nil.	"	June 30, 1906	3	179
							Manufactured	192,662				
							Sold	192,662				
							On hand June 30, 1906	Nil.				
Okotoks & High River Lumbering and Development Syndicate. Assigned to Union Bank.	Okotoks	Steam	50	1890	Fir and Spruce	Sheep Creek	On hand Mar. 31, 1905	Nil.	"	Mar. 31, 1906	4	569
							Manufactured	739,025				
							Sold	519,258				
							On hand Mar. 31, 1906	219,767				
Okotoks & High River Lumbering and Development Company. Assigned to Union Bank.	High River	Steam		1903	Fir and Spruce	Highwood River	On hand Mar. 31, 1905	15,853	"	Mar. 31, 1906	4	579
							Manufactured	1,172,569				
								1,188,422				
							Sold	921,136				
							On hand Mar. 31, 1906	267,286				
Okotoks & High River Lumbering and Development Syndicate. Assigned to Union Bank.	High River	Steam		1903		High River	On hand Mar. 31, 1905	Nil.	"	June 30, 1906	5	1,124
							Manufactured	721,400				
							Sold	366,256				
							On hand June 30, 1906	355,144				
Thos. Quigley	N. E. 26 & 34 T. 28 R. 5 W. 5 M.	Steam		1904			On hand Mar. 31, 1905	150,000	"	Mar. 31, 1906	4	1,159
							Manufactured	563,084				
								713,084				
							Sold	664,130				
							On hand Mar. 31, 1906	48,954				

[illegible]		Steam	1904			On hand Mar. 31, 1905..	30,000	"	Mar. 31, 1906..	4	1,165
						Manufactured	341,853				
							371,853				
						Sold	194,382				
						On hand Mar. 31, 1906..	174,471				
Wm. Rutherford	Cypress Hills	Steam		Spruce	2-8-3-4	On hand Mar. 31, 1905..	Nil.	"	Mar. 31, 1906..	4	784
						Manufactured	5,500				
						Sold	5,500				
						On hand Mar. 31, 1906..	Nil.				
Wm. Rutherford	10-8-3-4	Steam	1903	Fir and Spruce	10-8-3-4	On hand Mar. 31, 1905..	25,000	"	Mar. 31, 1906..	4	1,027
						Manufactured	96,000				
							121,000				
						Sold	92,000				
						On hand Mar. 31, 1906..	29,000				
J. H. Wray	Mount'n View	Steam	1904			On hand Mar. 31, 1905..	37,000	"	Mar. 31, 1906..	4	583
						Manufactured	43,000				
							80,000				
						Sold	77,000				
						On hand Mar. 31, 1906..	3,000				
C. J. B. Anderson	2-13-30-4	Steam	1904			On hand Mar. 31, 1905 .	62,155	"	Mar. 31, 1906..	4	1,200
						Manufactured	475,022				
							537,177				
						Sold	401,171				
						On hand Mar. 31, 1906..	136,006				
Ole A. Finstad			1904			On hand Mar. 31, 1905..	12,364	"	Mar. 31, 1906..	4	1,184
						Manufactured	145,400				
							157,764				
						Sold	12,364				
						On hand Mar. 31, 1906..	145,400				

Total lumber manufactured ..... 19,397,856 ft. B.M.
" " sold ..... 17,960,248 "

J. R. SUTHERLAND, *Crown Timber Agent.*

SCHEDULE C.

GENERAL office return of the Calgary Crown Timber Office for the year ending June 30, 1906.

Description of work.	Number.	Increase.	Decrease.	Remarks.
Letters written	39,749	19,105		Incl. Dominion lands.
Letters received	40,087	6,907		" "
Permits issued subject to dues	33		3	
Free permits issued	889	17		
Mill returns received and verified	61		27	

J. R. SUTHERLAND,
Crown Timber Agent.

No. 23.

REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

DOMINION LANDS OFFICE,
PRINCE ALBERT, July 6, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

SIR,—I have the honour to inclose herewith my report for the year ending June 30, 1906.

Schedule 'A,' statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B,' statement showing saw-mills operating under government license.

Schedule 'C,' statement showing general work during the year.

The increase in the revenue received at this office over the previous year is $1,526.50.

Owing to the fact that the Saskatchewan Lumber Company's mill at Crooked river and the large mill of the Telford Lumber Company at this point were both destroyed by fire last summer, the output of lumber was not as large as it otherwise would have been. The former company have now a first-class mill in operation at Crooked river, and the Prince Albert Lumber Company have taken over the business of the Telford Lumber Company at this point and their new mill is the largest and most complete mill between Rat Portage and British Columbia, with a daily output, with one double cutting band saw and one gate, of 100,000 feet, which will be increased to 160,000 feet in the course of a few days, as they are adding another band saw.

The five large saw-mills operating under government license in this district have all increased their capacity and the cut this coming season will be more than double that of last. There are also thirteen portable mills scattered throughout the district and an approximate estimate of the cut is 2,000,000 feet.

The average selling price of lumber for the year is $17.80 per thousand feet.

The demand for lumber from the prairie districts to the west of us is largely in excess of the supply and as there are over 850 square miles of good spruce timber under

license tributary to this point and a very considerable extent along the Prince Albert branch of the Canadian Northern Railway, the future of the lumber industry looks bright.

Your obedient servant,

R. S. COOK,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands at the Crown Timber Office, Prince Albert, Sask., for the 12 months ending June 30, 1906.

Month.	Dominion Lands.	School Lands.	Total.
1905.	$ cts.	$ cts.	$ cts.
July	1,435 26	34 40	
August	2,265 81	4 00	
September	603 19	.....	
October	1,520 35	86 20	
November	731 00	.....	
December	720 37	12 80	
1906.			
January	3,506 45	.....	
February	2,205 75	.....	
March	723 72	6 60	
April	3,730 46	35 70	
May	2,211 06	34 00	
June	232 16	245 30	
	19,885 58	459 00	20,344 58
Collected at head office	8,591 73	.....	8,591 73
Totals	28,477 31	459 00	28,936 31

Certified Correct,
R. S. COOK,
Crown Timber Agent.

SCHEDULE B.

STATEMENT showing Saw Mills in the Prince Albert district operating under Government License, during the Year ending June 30, 1906.

Name of Owner.	Horse-power and kind.	Capacity per 10 hours.	Commenced operations.	Description of timber.	Where cut.	Lumber manufactured.	Lumber sold.	Number of shingles manufactured.	Number of shingles sold.	Number of laths manufactured.	Number of laths sold.	Date of last return.
						Feet.	Feet.	M.	M.	M.	M.	
James H. Sanderson	225, Steam.	36,000	1888	Spruce and tamarac	Limits north of Sturgeon Lake.	4,027,103	4,493,378	.....	57	386.35	433.90	June 30, 1906.
W. Cowan & Co.....	250, "	30,000	1890	"	Limits up Little Red River.	2,945,490	3,954,045	.....	0.25	297.35	573.65	" "
The Sturgeon Lake Lumber Co., Ltd	225, "	35,000	1905	"	Limits north of Sturgeon Lake.	4,634,373	5,002,528	.....	.....	757.90	273.50	" "
Prince Albert Lum. Co. Ltd	835, "	†100,000	1906	"	Limits on Sturgeon Lake, Shell and Little Red river.	4,160,464	1,822,866	.....	.....	748.30	98.10	" "
A. Marcelin	.....	.....	....	"	.....							
*Armstrong & Roland.....	.....	.....	...	"	.....	113,000	113,000	.....	.....	.....	.....	
Saskatchewan Lum. Co. Ltd	250, "	35,000	...	"	Limits on the Crooked River along the C. N. Ry.	595,563	595,563	.....	.....	.....	.....	
						2,806,352	1,734,556	.....	.....	150.00	53.35	" "
					Total.....	19,282,345	17,715,936	.....	57.25	2,339.90	1,432.50	

* Mill burned down.

† The capacity of the Prince Albert Lumber Co., Ltd., will be increased within a month to 160,000 feet per 10 hours.

R. S. COOK
Crown Timber Agent.

SCHEDULE C.

General Return of the Crown Timber Office, Prince Albert, Sask., for the year ending June 30, 1906.

—	1905-6.
Timber permits issued	1,352
Timber seizures	73
Free miners' certificates	1
Mill returns received in connection with berths not operated	169

R. S. COOK,
Crown Timber Office.

Crown Timber Office,
Prince Albert, Sask., July, 1906.

No. 24.

CANADIAN IRRIGATION SURVEYS.

Report of John Stewart, D.L.S., C.E., Commissioner and Chief Engineer of Irrigation.

Department of the Interior,
Irrigation Office,
Calgary, Alta., July 8, 1906.

The Commissioner of Dominion Lands,
Ottawa, Ont.

Sir,—During the year 1905-6 the contour surveys in connection with this branch were continued by a survey party in charge of Mr. J. F. Hamilton, C.E., in townships 21 and 22, in ranges 24, 25 and 26 west of the fourth meridian, contouring that township, and worked east to the east boundary of range 21 in same township, returning worked west in township 18, to east boundary of range 24, and this work was afterwards carried on in township 17, ranges 28 to 21, inclusive, special attention being given to all topographical features in any way affecting the different watersheds of the country, and all streams, watercourses and ridges of any extent, all heights of land located and elevations of same obtained wherever possible. The surveys showed the country north of Bow river to be a clay loam, free from stones, and that the general slope of the townships was toward the southeast, draining into Bow river. After moving south of that river a traverse was made of the height of land through township 19, range 23, west of the fourth meridian, commencing at the quarter-section south of section 6, along the highest ridge of Buffalo hill into section 35; and it was found that the west and north portion of the township drained into the Little Arrowwood creek and Bow river, and the south and east portion drained into the Snake Creek valley. This township 19, range 23 west of the fourth meridian is very rough, and quite unsuited to grain growing, the soil is light clay loam and sandy loam, with gravel and stones in the ridges and hills; there are numerous fresh water sloughs in the northeastern part of the township, but the southern and western portions are dry. The soil in township 19, ranges 21 to 22 west of fourth meridian drains eastward into Rattlesnake lake,

whilst township 19, range 21 drains, generally, into the same lake, with a considerable quantity of alkali in the soil around the lake.

A sub-party, in charge of Mr. Ralph J. Burley, was organized in Calgary, and commenced work in township 21, range 26, west of the fourth meridian running levels, and continued same in township 21, range 26, west of the fourth meridian, but as there was no water in this township, camp was moved down to township 20, range 25, west of the fourth meridian, and both townships worked from there. Levels were also run over township 20, ranges 26, 27 and 28; township 19, ranges 28, 27, 26, 25 and 24; and township 18, range 24, township 21, ranges 28, 27, 26, 25, and township 22, range 25, all west of fourth meridian, and a record obtained of all leading topographical features.

Towards the middle of November, 1905, a very heavy snowstorm prevented further field work, and both parties were, therefore, called into headquarters.

Owing to the old Northwest Territories being absorbed in the new provinces of Saskatchewan and Alberta, the minister decided to remove the irrigation office from Regina to Calgary, and continue the work of the office under the temporary supervision of John Stocks, C.E., who had formerly had charge, under the arrangements made in 1896, between the Department of the Interior and the government of the Northwest Territories. This removal interrupted to some extent the work of the office, entailing a large amount of extra work on the staff in preparing the records for shipment to Calgary, and arranging for the satisfactory conduct of the business after arrival at that city.

In January, 1906, by direction of the minister a special party was organized under the charge of Mr. J. F. Hamilton, C.E., to make an examination of the Bow river, at Kananaskis Falls, to obtain data as to the flow of the river, the depth of fall, and such other information as would be necessary to demonstrate the value of these falls for power purposes. A very thorough contour survey was made of the country in that vicinity, and numerous gaugings made of the Bow river, the Kananaskis river, and Old Bow Fort creek, and a full report was made thereon and submitted to the department on March 12, last.

The work of the irrigation office was carried on under Mr. Stocks' supervision up to the end of April, 1906, when I assumed charge on appointment as Commissioner and Chief Engineer of Irrigation.

In the spring of this year (1906) I arranged to discontinue the contour surveys, and have one party devote its whole time to gauging rivers and large streams to determine the flow of water therein, and also to obtain information for the hydrographic branch of these surveys; and two other parties were organized to gauge the smaller creeks and also to inspect and report upon the various irrigation schemes which had been authorized but not completed, with a view to having the intending irrigators continue their schemes to completion, or to cancel same if it is found the schemes are not feasible.

During the past year the Alberta Railway and Irrigation Company's canal for the diversion of water from St. Mary's river has been considerably enlarged and extended, and the company have now in operation 150 miles of main and lateral canals. This undertaking has been the means of large numbers of persons settling within the tract of land served by this system, and quite a number of small towns and villages have come into existence in the southwestern portion of the province of Alberta.

The Canadian Pacific Railway Company's canal to divert water from Bow river, near Calgary, has been partly constructed, and a considerable amount of work done in connection therewith, and about the middle of May, 1906, water was turned on into the canal for a distance of 46 miles. I made an inspection of the head works and first portion of the canal prior to the water being turned in, and found them to be of a very complete and substantial nature. The company has not, as yet, entered into any agreements for the sale of water, but it is expected that this will be done in the near future.

As regards the inside work of the irrigation office, I find its volume is much greater

than I anticipated, and during the past year some 6,200 communications have been dealt with, as well as 90 applications for water rights (in duplicate); 350 agreements for supply and use of water, granting of right of way, &c. (in quadruplicate), also some 250 records in connection with gauge rods established on several rivers and creeks throughout the provinces of Saskatchewan and Alberta.

Your obedient servant,

JOHN STEWART,
Commissioner of Irrigation.

No. 25.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 15, 1906.

W. W. CORY, Esq.,
Deputy Minister, Department of the Interior.

SIR,—I have the honour to submit the following report on the work of this branch of the department for the fiscal year ending June 30, 1906.

In this connection permit me to remark that in accordance with your instructions, I assumed charge of this branch on June 22, last, almost at the close of the fiscal year, in addition to the work with which I was previously entrusted, namely: copying and comparing, printing, indexing and arranging in book form, the orders in council passed from time to time relating to this department.

The annexed statements are somewhat similar to those which accompanied previous reports of the yearly transactions of this branch, and comprise statements 'A,' 'B,' 'C' and 'D,' respectively, and in connection with statement 'B,' I may draw your attention to the fact that there is a substantial increase in the revenue for the year.

A.—Statement showing the amount received since the date of the last annual report, on account of the sale of land and the redemption of lots in the several localities where ordnance lands are situated, totalling $4,221.38.

(1) Chambly.—In the autumn of 1905 preliminary arrangements were made to offer for sale at public competition all the lots remaining at the disposal of the department in this locality, but prior to the date fixed for the sale it was decided, upon representations made by the residents of this locality, to withdraw from sale that portion of the reserve known as 'the Common,' embracing twenty lots. The remaining thirteen lots were put up at auction and sold to the highest bidder. The amount realized from this sale was $2,500, of which $532.50 was paid at the time of the sale, being the first instalment of the purchase money. Four of the lots sold have been since the date of sale, paid for in full and letters patent issued. The sale of lot No. 8 has since been cancelled, and the amount received on account refunded.

(2) Grand Falls.—The lots comprised within this reserve are gradually passing from government into private ownership. During the past year fifteen lots have been redeemed and letters patent issued; the amount for which these lots were sold being $696.20, and the balance of the purchase money received during the year $158.65.

(3) Nepean.—Nine lots forming part of the subdivision of the ordnance reserve in lot K, concession C, of this township which had been previously sold were fully redeemed and patents issued; the amount of consideration money being $743, of which $594.40 was paid during the past year.

(4) Rideau Navigation.—Two small islands situated in the line of the Rideau navigation between the townships of Pittsburg and Storrington, containing an area of about two and one-half acres, and which formed the subject of 'paragraph 7' of the report of this branch for 1904-5, were not sold for the sum of $20, as therein stated; it having been decided before the above offer was finally accepted, that tenders should be publicly advertised for. An offer of $135 having been received, the islands in question were disposed of in October last, for that sum.

(5) Ottawa.—A triangular piece of ordnance property situated between the west side of Nicholas street and the canal reserve, and being composed of part of lot D, concession D, Rideau front, township of Nepean (now within the limits of the city of Ottawa), was offered for sale, public competition being invited. The land in question was sold to the highest tenderer for $1,400 cash.

In accordance with the provisions contained in the original leases granted by the Imperial authorities to tenants of ordnance lots in this locality, three lots and three half lots were redeemed and letters patent issued therefor, the total amount received for these lots being $996.33.

(6) Quebec.—Two part lots fronting on First street, containing together an area of 4,950 square feet, and forming part of the subdivision of the tract of land known as the 'Cove Field' were paid for in full and letters patent were issued therefor. The amount received for these two pieces of property was $330, of which $132 was paid during the fiscal year.

B.—Statement showing the several localities where ordnance lands are situated, on account of which moneys have been received. The total net revenue derived from these lands since the date of the last report, amounts to $10,840.67, an increase of $532.01 over last year.

C.—Statement showing the amount received each month of the fiscal year and classified as fees, rents or interest, and principal.

D.—Statement showing the amounts due and unpaid at the end of the fiscal year, in the several localities where ordnance lands are situated, classified as principal money and rent or interest. The total amount shown to be due and remaining unpaid is $61,014.35.

During the year twenty draft letters patent were prepared and thirteen assignments registered. In other respects the work of the branch was about the same as that of the preceding year.

Respectfully sumbitted,

JOS. P. DUNNE,

Clerk in Charge of Ordnance and Admiralty Lands Branch.

SESSIONAL PAPER No. 25

STAMEMENT showing amount received on account of sales made and lots redeemed during the year ending June 30, 1906 (including sales made in previous years on which balance was paid during the last fiscal year).

Locality.	Number of Lots Sold or Redeemed.	Amount of Purchase money or consideration.	Amount received on account during the year.	Remarks.
		$ cts.	$ cts.	
Chambly	13 lots sold	2,500 00	532 50	First instalment.
	4 lots redeemed		300 00	Balance purchase money,
Grand Falls	15 lots redeemed	696 20	158 65	" " "
Nepean	9 lots redeemed	743 00	594 40	" " "
Rideau Navigation	2 islands sold	135 00	135 00	Highest tender.
Ottawa	1 lot sold	1,400 00	1,400 00	" "
	3 lots and 3 half lots redeemed.	996 33	996 33	
Quebec	2 part lots redeemed	330 00	132 00	Balance purchase money.
		6,800 53	4,248 88	
Chambly	Sale of lot 8 cancelled	110 00		
	Refund made		27 50	First instalment.
		6,690 53	4,221 38	

JOS. P. DUNNE,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, AUGUST 15, 1906.

STATEMENT showing the several localities on account of which moneys have been received during the fiscal year ending June 30, 1906.

Locality.	Amount.	Locality.	Amount.
	$ cts.		$ cts.
Burlington	100 00	Brought forward	6,929 02
Chambly	928 58	Point Pelee	1 00
Charlotteville	18 67	Presque Isle	0 50
Edmunston	94 88	Quebec	1,975 97
Elmsley	17 80	Queenston	1 00
Fort Cumberland	115 00	Rideau Navigation	135 00
Fort Erie	21 00	Sarnia	40 00
Gloucester	120 00	Shelbourne	1 00
Grand Falls	229 44	Sorel	59 36
Grenville	2 40	St. Croix	1 00
Kingston	222 25	St. Joseph's Island	56 82
Longueuil	285 00	Toronto	1,560 00
Nepean	1,153 68	Wolford	105 80
Oromocto	0 50	Registration Fees	26 70
Ottawa	3,596 82		
Owen Sound	7 00		10,893 17
Oxford	16 00	Less refund	52 50
Carried forward	6,929 02	Total	10,840 67

JOS. P. DUNNE,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 15, 1906.

STATEMENT of receipts on account of Ordnance and Admiralty Lands for each month of the fiscal year ending June 30, 1906.

Month.	Fees.	Rent or Interest.	Principal.	Total.
1905.	$ cts.	$ cts.	$ cts.	$ cts.
July	2 50	312 55	123 60	438 65
August	5 25	108 65	138 30	252 20
September		329 23	1,130 40	1,459 63
October	2 50	19 08	92 50	114 08
November		422 27	12 25	434 52
December	10 00	107 60	510 00	627 60
1906.				
January	25 00	464 16	1,707 18	2,196 34
February	16 92	285 33	347 50	649 75
March	2 00	1,748 16	417 55	2,167 71
April	23 90	276 44	972 81	1,273 15
May	2 00	132 06	156 00	290 06
June		989 48		989 48
	90 07	5,195 01	5,608 09	10,893 17
Less refund				52 50
				10,840 67

JOS. P. DUNNE,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 15, 1906.

SESSIONAL PAPER No. 25

STATEMENT showing amounts due and unpaid on account of Instalments of Purchase Money and Rent or Interest to the end of the fiscal year June 30, 1906.

Locality.	Amount of Instalments Due and Unpaid.	Rent or Interest Due and Unpaid.	Total.
	$ cts.	$ cts.	$ cts.
Amherstburg		2 00	2 00
Burlington		120 00	120 00
Beaver Harbour		4 00	4 00
Carillon		4 60	4 60
Chambly	152 00	238 00	390 00
Dalhousie	23 00	6 90	29 90
Edmunston	98 49	35 06	133 55
Elmsley		1 60	1 60
Fort Cumberland		136 00	136 00
Grand Falls	1,838 46	395 15	2,233 61
Grenville		0 20	0 20
Kingston	50 96	250 96	301 92
Longueuil		2 00	2 00
Marlborough		58 00	58 00
Montreal		1 00	1 00
Nepean	1,620 90	161 24	1,782 14
Niagara		10 00	10 00
Oromocto		0 25	0 25
Ottawa		3,476 68	3,476 68
Owen Sound		73 00	73 00
Oxford		19 60	19 60
Pomeroy Bridge		6 25	6 25
Point Pelee		2 00	2 00
Prescott		1 00	1 00
Presque Isle		0 50	0 50
Quebec		30 00	30 00
Shelbourne		1 00	1 00
Sorel		114 88	114 88
St. Croix		1 00	1 00
Toronto	52,000 00		52,000 00
Turkey Point		18 67	18 67
Wolford		59 00	59 00
	53,783 81	5,230 54	61,014 35

JOS. P. DUNNE,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 15, 1906.

No. 26.

REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, September 17, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal year 1905-6, as follows:—

A. Dominion lands, including Yukon Territory	$1,709,315 28
B. Ordnance lands	10,893 17
C. School lands	608,960 79
D. Registration fees	180,310 73
E. Fines and forfeitures, N.W.T.	3,304 77
F. Casual revenue	8,496 09
G. Seed grain repayments	12,577 29
	$2,533,858 12

A statement of the revenue on account of Dominion lands (marked 'H') shows the receipts monthly, classified under sub-heads.

Statement (marked 'I') shows a comparison between the receipts on account of Dominion lands for 1905-6, as compared with the revenue of the previous fiscal year.

Your obedient servant,

CHAS. H. BEDDOE,
Accountant.

A.—DOMINION Lands Revenue (Cash and Scrip) for the fiscal year ended June 30, 1906.

Agencies.	Cash.	Scrip.	Total.
Yukon Territory.	$ cts.	$ cts.	$ cts.
Sales of Land	6,949 29		
Rentals of Land	14,549 92		
Map sales, office fees, &c	111 50		
Survey Fees	100 00		
Timber Dues	20,637 69		
Hay Permits	194 50		
Mining Fees	86,842 75		
Export Tax on Gold	163,963 25		
Free Certificates for Export of gold	381 50		
Hydraulic Leases	9,391 89		
Dredging Leases	881 70		
Free Miners' Certificates	28,118 02		
Grazing Lands	10 00		
Coal Lands	550 30		
Suspense Account	2,295 75		
	334,978 06		334,978 06

SESSIONAL PAPER No. 25

A.—Dominion Lands Revenue (Cash and Scrip)—*Concluded.*

Agencies.	Cash.	Scrip.	Total.
Dominion Lands Agencies.	$ cts.	$ cts.	$ cts.
Alameda	48,565 37		48,565 37
Battleford	81,154 52		81,154 52
Brandon	14,885 30	620 40	15,505 70
Calgary	105,470 00	240 00	105,710 00
Dauphin	8,779 35	30 00	8,809 35
Edmonton	76,819 32	766 65	77,585 97
Kamloops	22,999 57	1,424 00	24,423 57
Lethbridge	184,105 08	240 00	184,345 08
Minnedosa	5,456 19		5,456 19
New Westminster	4,994 60		4,994 60
Prince Albert	25,069 57	745 60	25,815 17
Red Deer	43,811 74		43,811 74
Regina	161,641 08	2,386 71	164,027 79
Winnipeg	46,221 01	1,041 21	47,262 22
Yorkton	56,353 55	160 00	56,513 55
	886,326 25	7,654 57	893,980 82
Crown Timber Agencies.			
Alameda	86 00		86 00
Battleford	134 75		134 75
Brandon	115 85		115 85
Calgary	16,940 18		16,940 18
Dauphin	11,126 38		11,126 38
Edmonton	18,759 74		18,759 74
Lethbridge	1,057 30		1,057 30
Minnedosa	1,083 08		1,083 08
New Westminster	82,482 97		82,482 97
Prince Albert	28,327 61		28,327 61
Red Deer	337 66		337 66
Regina	500 25		500 25
Winnipeg	110,154 02		110,154 02
Yorkton	941 05		941 05
	272,046 84		272,046 84
Rocky Mountains Park of Canada	18,883 83		18,883 83
Irrigation Fees	528 25		528 25
Survey Fees	115,995 80		115,995 80
Patent Fees and Interchange	426 25		426 25
Map sales, office fees, &c.	5,032 94		5,032 94
Examination Fees, D.L.S.	474 00		474 00
Refunds of Refunds	154 44		154 44
Mining Fees	965 00		965 00
Hay Lands	2,685 55		2,685 55
Dredging Leases	942 92		942 92
Grazing Lands	51,573 89	80 00	51,653 89
Coal Lands	1,735 88		1,735 88
Rent of Water Power	115 93		115 93
Extra Assay Charges	1,111 17		1,111 17
Rental of Lands	191 24		191 24
Suspense Account	6,652 14		6,652 14
Miscellaneous	760 33		760 33
	208,229 56	80 00	208,309 56
	1,701,580 71	7,734 57	1,709,315 28
Refunds	33,643 49		33,643 49
	1,667,937 22	7,734 57	1,675,671 79

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, September 17, 1906.

B.—STATEMENT of Ordnance Lands Revenue for the Fiscal Year ended June 30, 1906.

Month.	Amount.	Month.	Amount.
1905.	$ cts.	1906.	$ cts.
July	438 65	January	2,196 34
August	252 20	February	649 75
September	1,459 63	March	2,167 71
October	114 08	April	1,273 15
November	434 52	May	290 06
December	627 60	June	989 48
		Total	10,893 17

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, September 17, 1906.

C.—STATEMENT of Receipts on Account of School Lands for the Fiscal Year ended June 30, 1906.

Month.	Manitoba.	Saskatchewan.	Alberta.	Assiniboia.	Total.
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	5,316 47	116 80	2,292 49	7,508 91	15,234 67
August	3,355 73	33 45	981 44	1,186 50	5,557 12
September	2,690 81	4,963 83	379 49		8,034 13
October	18,022 84	11,935 94	230 02		30,188 80
November	68,393 83	52,039 12	12,429 05		132,862 00
December	31,109 47	30,230 34	10,932 23		72,272 04
1906.					
January	14,645 17	15,003 04	106,784 92		136,433 13
February	8,178 27	19,564 40	24,776 12		52,518 79
March	23,956 35	25,392 54	983 05		50,331 94
April	9,377 41	7,573 79	11,415 90		28,367 10
May	10,268 36	3,280 48	2,851 04		16,399 88
June	17,586 42	33,748 45	9,426 32		60,761 19
	212,901 13	203,882 18	183,482 07	8,695 41	608,960 79

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, September 17, 1906.

SESSIONAL PAPER No. 25

D.—Statement of Registration Fees for the Fiscal Year ended June 30, 1906.

District.	Registrar.	Total.
		$ cts.
Assiniboia	F. F. Forbes	90,466 65
North Alberta	Geo. Roy	35,574 70
South Alberta	W. R. Winter	35,210 01
East Saskatchewan	S. Brewster	14,377 85
West Saskatchewan	J. W. Hannon	2,963 97
Yukon Territory	G. E. Girouard	1,717 55
		180,310 73

C. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, September 17, 1906.

E.—Statement of Fines and Forfeitures, North-west Territories, Collected under Dominion Statutes (except 'The Indian Act' and 'The Fisheries Act') for the Fiscal Year ended June 30, 1906.

Month.	From Whom Received.	Amount.	Total.
1905.	Provinces.	$ cts.	$ cts.
August	Alberta and Saskatchewan	2,762 11	
October	" "	548 25	
December	" "	54 25	
1906.			
January	Alberta and Saskatchewan	49 81	
February	" "	15 00	
March	" "	37 50	
			3,466 92
Less transfers to Customs and Indian Departments			162 15
			3,304 77

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, September 17, 1906.

F.—STATEMENT of Casual Revenue for the Fiscal Year ended June 30, 1906.

Name.	Particulars.		Amount.
			$ cts.
Commissioner of Immigration	Refund of overpayment to Wyndatt & Co.		30 50
A. D. L. Dauphin	" of overpayment to A. A. Trottier, account commissioner		2 00
Miss E. Haskett	" of salary cheque for June, 1905. Not used		50 00
A. McGregor	" account advance from High Commissioner		6 57
A. D. L. Calgary	" of overpayment to J. E. Reilly in May, 1905		0 64
" "	" of overpayment on freight in March, 1905.		4 65
Canadian Pacific Railway Company	" account liability of consignees, *re* wreck of S.S. Lake Michigan		789 05
London & North Western Railway	" account glass jar damaged in transit		6 81
Commissioner of Immigration	" account advance to C. Mair		30 00
" "	" of amounts advanced to immigrants		10 00
" "	" account charge for putting on storm windows		6 00
Great North West Tel. Co.	" of overpayment made by Com'r. of Immigration		40 04
Commissioner of Immigration	" account provisions supplied Jos. Keller		5 00
" "	" of double payment of cheque No. 537 (1902-3)		6 00
" "	" of overcharge on livery, J. Watson		5 00
" "	" account shovels supplied to immigrants		2 25
W. S. Earle	" of amount paid as commissioner on timber dues		6 30
J. M. Macoun	" account travelling expenses		151 50
Commissioner of Immigration	" account old lumber and old furniture		34 15
" "	" account overpayment made to J. T. Blowey		18 00
" "	" proceeds of sale of tents		1,076 04
" "	" account overpayment to R. Comber		18 47
" "	" proceeds of sale of tents		53 00
W. W. B. McInnes	" account travelling expenses		713 34
Commissioner of Immigration	" proceeds of sale of tents		20 00
Quebec Furniture Company	" account overpayment		45 00
H. L. Dickey	" account overpayment		25 05
Commissioner of Immigration	" proceeds of sale of tents		50 00
" "	" proceeds of sale of old furniture		39 50
" "	" account rent of immigration hall at Qu'Appelle		70 00
T. J. Saunders	" proceeds of sale of old desks and tables		11 00
R. M. Douglas	" salary cheques, April to Dec., 1904. Not used.		135 00
H. W. Newlands	" Yukon cheque No. 232 of Aug. 31, 1904. Not used		184 00
The Casca Tradg. & Transp. Co	" Cheque No. 266, of Aug. 31, 1903. Not used		576 00
Jno. S. McDonald	" Cheque No. 611, of June 30, 1905. Not used		1 40
A. Nolin	" Cheque No. 1,007, of June 13, 1904. Not used.		4 50
Dr. J. A. L. Alpine	" Immigration cheque No. 4,092, of Aug. 15, 1905. Not used		175 00
J. T. Lithgow	" of unclaimed estates in the hands of the public administrator		1,372 64
A. D. L. Winnipeg	" account registration fees *re* Galician titles (bal. unexpended *re* cost of litigation. Cheque 730 of May 11, 1905)		120 00
Northwest Territories.			
Commissioner of N. W. T.	Marriage licenses	4 00	
Hudson's Bay Co.	Liquor permit fees	133 35	
Wm. Isbester	" "	2 00	
Hudson's Bay Co.	" "	44 00	
			183 35
Relief advances		2,418 34	
	Less refunds	7 25	
			2,411 09
			8,488 84
Relief Mortgages	1876	1,238 18	
Seed grain advances	1894	2,557 11	
" "	1896	656 54	
" "	1900	327 98	
" "	1901	1,876 25	
" "	1905	589 37	
			7,245 43
			15,734 27

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, September 17, 1906.

CHAS. H. BEDDOE,
Accountant.

SESSIONAL PAPER No. 25

G.—STATEMENT showing Seed Grain and Relief Mortgages for the Fiscal Year ended June 30, 1906.

—	Seed Grain Advances 1905.	Seed Grain Advances 1901.	Seed Grain Advances 1900.	Seed Grain Advances 1896.	Seed Grain Advances 1895.	Seed Grain Advances 1894.	Seed Grain to Settlers' Account, 1880.	Territorial Account 1886-87-88.	Relief Mortgages of 1876.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	589 37	1,969 75	327 98	661 39	2,430 37	2,611 41	781 46	1,818 40	1,387 16	12,577 29
Refunds...	...	93 50	.....	4 85	38 35	54 30	13 40	51 72	148 98	405 10
	589 37	1,876 25	327 98	656 54	2,392 02	2,557 11	768 06	1,766 68	1,238 18	12,172 19

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, September 17, 1906.

H.—STATEMENT of Gross Receipts on account of Dominion Lands for the Fiscal Year ended June 30, 1906.

Month.	Homestead Fees.	Improvements.	General Sale of Lands.	Timber Dues.	Rents from Grazing Lands.	Export Tax, Mining Fees, Hay and Coal Lands, &c.	Rocky Mountains Park of Canada.	Map Sales, Office Fees, Sundry Fees.	Survey Fees.	Rentals of Lands and Miscellaneous.	Total.
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	37,285 00	2,061 95	19,448 35	15,737 27	2,333 72	45,033 20	2,087 50	421 55	655 82	530 59	125,594 95
August	30,355 00	1,967 40	10,718 90	17,721 88	3,541 86	43,087 45	2,533 33	544 55	.....	221 71	110,652 08
September	23,850 00	2,310 73	18,162 21	18,388 87	3,111 12	53,504 48	1,018 49	313 32	10,310 38	1,187 75	132,157 35
October	27,715 00	1,851 45	20,608 74	49,467 74	2,730 37	32,685 60	1,492 97	387 95	5,000 00	126 79	142,066 61
November	34,550 00	2,412 05	26,482 57	14,296 26	8,417 15	9,014 10	861 75	436 15	1,166 89	172 30	97,809 22
December	23,200 00	1,739 00	17,083 58	17,258 91	2,337 68	8,676 79	479 25	541 43	494 47	365 06	72,176 17
1905.											
January	18,995 00	2,264 28	45,990 93	18,859 26	2,114 54	7,213 02	1,801 25	657 56	.....	1,600 03	99,495 87
February	20,330 00	2,819 48	14,808 14	21,080 92	3,566 61	11,655 86	528 42	757 08	40,067 11	212 28	115,825 90
March	39,960 25	2,910 98	41,861 39	20,028 69	7,781 32	8,275 03	2,285 05	801 68	34,369 88	279 29	158,553 56
April	62,252 00	2,584 20	90,591 97	19,733 11	5,941 09	7,453 38	1,963 76	632 15	.....	1,641 13	192,792 79
May	45,765 00	2,957 25	53,486 69	49,315 87	3,612 80	32,442 62	2,740 88	745 69	1,000 00	11,251 38	203,318 18
June	53,577 00	5,916 42	83,345 22	30,795 75	6,095 63	38,256 91	1,091 18	1,327 48	23,031 25	7,661 19	251,098 03
	417,834 25	31,795 19	442,588 69	292,684 53	51,583 89	297,298 44	18,883 83	7,566 99	116,095 80	25,249 50	1,701,580 71
Scrip	.....	.....	7,654 57	.....	80 00	.....	.....	.....	.....	.....	7,734 57
	417,834 25	31,795 19	550,243 26	292,684 53	51,663 89	297,298 44	18,883 83	7,566 99	116,095 80	25,249 50	1,709,315 28

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, Sept. 17, 1906.

CHAS. H. BEDDOE,
Accountant.

DOMINION LANDS REVENUE.

I.—Statement of Gross Receipts (Cash and Scrip) on account of Dominion Lands Revenue for the fiscal year 1905–1906, compared with previous fiscal year.

Particulars.	Fiscal Year 1905–1906.	Fiscal Year 1904–1905.	Increase.	Decrease.	Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion lands agencies	893,980 82	494,066 55	399,914 27		
Crown timber agencies	272,046 84	241,447 49	30,599 35		
Rocky Mountains Park of Canada	18,883 83	14,059 55	4,824 28		
Hay, mining, coal, stone and grazing lands	58,099 17	52,151 54	5,947 63		
Miscellaneous	131,326 56	130,949 05	377 51		
	1,374,337 22	932,674 18	441,663 04		
Yukon Territory	334,978 06	406,708 17		71,730 11	
	1,709,315 28	1,339,382 35	441,663 04	71,730 11	369,932 93

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, September 17, 1906.

No. 27.

REPORT OF THE REGISTRAR.

Department of the Interior,
Correspondence Registration Branch,
Ottawa, August 31, 1906.

W. W. Cory, Esq.,
Deputy Minister of the Interior.

Sir,—I have the honour to place before you a statement showing in part the work done by this branch during the fiscal year 1905-6.

From the nature of the work it is impossible to give, in tabulated form, a report which would show adequately the duties involved in properly recording the many letters received.

Since January of this year it has been found necessary to add another indexer, and at the present rate of increase a fifth will be needed before the year is closed.

The quantity of mail matter received shows an increase of more than 41 per cent over the preceding year, and with such rapid growth it was impossible to get the correspondence through as expeditiously as it should have been.

The sum of $875,933.54, in cash or its equivalent, was received, recorded and sent to the accountant; 110,085 pages of letter book were indexed and 2,735 pages of documents compared.

Your obedient servant,

J. M. ROBERTS,
Clerk in Charge.

STATEMENT showing the number of Letters Received and Recorded in the Correspondence Registration Branch during the fiscal year 1905–1906.

—	Letters Received.	Letters Sent.	Registered Letters.		Telegrams	Total for 1905–1906.
			Received.	Sent.		
1905.						
July	12,636	15,308	467	2,314	72	30,797
August	12,717	16,366	484	2,468	90	32,125
September	12,105	16,150	462	2,168	96	30,981
October	12,646	15,471	489	2,597	82	31,285
November	13,532	16,004	528	2,879	110	33,053
December	14,020	15,247	639	2,366	63	32,335
Total	77,656	94,546	3,069	14,792	513	190,576
1906.						
January	14,710	18,506	618	2,736	82	36,652
February	12,016	17,235	587	2,767	51	32,656
March	15,017	21,143	620	3,454	82	40,316
April	14,757	19,223	561	2,537	100	37,178
May	21,468	23,131	735	3,338	56	48,728
June	21,105	23,824	803	2,823	118	48,673
Total	99,073	123,062	3,924	17,655	489	244,203
Aggregate for the year 1905–1906	176,729	217,608	6,993	32,447	1,002	434,779
Aggregate for the year 1904–1905	135,908	179,772	6,014	24,436	634	346,764
Net increase	40,821	37,836	979	8,011	368	88,015

J. M. ROBERTS,
Clerk in Charge.

INTERIOR DEPARTMENT,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, August 31, 1906.

No. 28.

REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,
GEOGRAPHER,
OTTAWA, June 30, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows on the work of my office for the past year.

The staff at present is as follows:—

J. E. Chalifour, chief draughtsman.
H. E. Baine, draughtsman.
A. Akerlindh, draughtsman.

M. W. Sharon, draughtsman.
W. Anderson, draughtsman.
H. M. Blatchly, draughtsman.
G. E. Dumouchel, draughtsman.
Jas. K. Bennie, draughtsman.
R. W. Craig, draughtsman.
C. G. Wood, draughtsman.
M. Darrach, draughtsman.
H. W. Wilson, draughtsman.
A. Groulx, draughtsman.
J. P. McElligott, draughtsman.
S. Chandler, draughtsman.
J. S. Gagnon, clerk.
S. B. R. Roach, messenger.
Mrs. D. E. Waine, stenographer.

Mr. W. Anderson was appointed December 5, for special work, contouring, hachuring, &c.

Mr. A. Akerlindh was transferred from the Immigration Branch, January 28, and has taken charge of the registration, &c., of all plans and maps.

Mr. A. Groulx was transferred from the Surveyor General's office, November 1.

Mr. S. B. R. Roach was appointed as messenger, May 18.

For some time past the work of my office has been seriously hampered by lack of room. On April 1, we moved to new and commodious quarters in the fourth floor of the Woods building, Slater street. The new offices are airy, well lighted and in every way superior to those that we vacated.

The large 'Mineral' map—25 feet by 15—for the Exhibition Branch of the Department of Agriculture, was commenced June, 1905, and completed early in April last. The scale 1·1,000,000 or 16 miles (nearly) to 1 inch, permitted the delineation of the topography, &c., on a scale that will easily be read at a distance of even 25 or 30 feet. The mineral signs were also drawn large enough to be read by a spectator at a considerable distance. After completion it was shipped to London, England, for exhibition in the Imperial Institute.

Owing partly to strikes in the lithographic establishments and partly to the enormous amount of work involved in the compilation of the maps—concurrently with the other work of the office—the Economic Atlas is not yet completed, though the end is in sight, and I hope that it will be ready for distribution next winter.

During the past year 18,648 letters and circulars were sent out, and 16,168 received, also 14,938 maps and books were sent out and 41,673 received.

Below is a list of maps published, and in progress:—

MAPS PUBLISHED.

Dominion of Canada and Newfoundland, eight sheets, each 25 inches by 26 inches; extends from the Atlantic to the Pacific and from Maryland and Oregon on the south, to Cumberland Sound and Herschell island on the north. Scale 35 miles to 1 inch.

Dominion of Canada and Newfoundland, 16 inches by 36 inches. Scale 100 miles to 1 inch.

Dominion of Canada (with map of world on reverse). Scale 58 miles to 1 inch.

Relief map of Canada. Scale 100 miles to 1 inch.

Resource map of Canada. Scale 1·12,500,000 or 197·3 miles to 1 inch.

Water-power map—average rainfall at principal points in Canada. Scale 100 miles to 1 inch.

National Transcontinental Railway map—shows approximate route of the National Transcontinental Railway, Moncton to Pacific. Scale 100 miles to 1 inch.

Explorations in northern Canada and adjacent portions of Greenland and Alaska. Scale 75 miles to 1 inch.

Rocky mountains—Banff sheet—contoured map of mountains in the vicinity of Banff. Scale 2 miles to 1 inch.

Rocky mountains—Lake Louise sheet—contoured map of mountains in the vicinity of Laggan and Field. Scale 2 miles to 1 inch.

Manitoba and Northwest Territories, includes Manitoba, Assiniboia, Saskatchewan, Alberta and southwestern portion of Keewatin; three sheets, each 25 inches by 36 inches. Scale 12½ miles to 1 inch.

Index map showing townships in Manitoba and Northwest Territories, plans of which have been printed. Scale 35 miles to 1 inch.

General map of the northwestern part of the Dominion of Canada. Edition of 1898. In 2 sheets. Scale 35 miles to 1 inch.

Map showing railways in Manitoba, Alberta, Assiniboia and Saskatchewan. Scale 35 miles to 1 inch.

Manitoba. Scale 12½ miles to 1 inch.

Assiniboia. Edition of 1904. Scale 12½ miles to 1 inch.

Saskatchewan. Edition of 1904. Scale 12½ miles to 1 inch.

Alberta. Edition of 1904. Scale 12½ miles to 1 inch.

Regina land district. Scale 12½ miles to 1 inch.

Red Deer land district. Scale 12½ miles to 1 inch.

Calgary land district. Scale 12½ miles to 1 inch.

Winnipeg land district. Scale 12½ miles to 1 inch.

Alameda land district. Scale 12½ miles to 1 inch.

Lethbridge land district. Scale 12½ miles to 1 inch.

Edmonton land district. Scale 12½ miles to 1 inch.

Dauphin land district. Scale 12½ miles to 1 inch.

Yorkton land district. Scale 12½ miles to 1 inch.

Prince Albert land district. Scale 12½ miles to 1 inch.

Battleford land district. Scale 12½ miles to 1 inch.

Brandon land district. Scale 12½ miles to 1 inch.

Minnedosa land district. Scale 12½ miles to 1 inch.

Peace and Athabaska district—Alberta and Athabaska—includes the country between Wetaskiwin and Lake Athabaska and between Athabaska river and the eastern boundary of British Columbia. Scale $\frac{1}{800000}$, or 12·63 miles to 1 inch.

Map showing new provinces of Alberta and Saskatchewan. Scale 100 miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Alberta and Saskatchewan. Scale 35 miles to 1 inch.

Map showing electoral divisions (for provincial legislature) in Southern Saskatchewan. Scale 12½ miles to 1 inch.

Map showing all the even-numbered sections patented to May 1, 1906, and all even-numbered sections homesteaded and unpatented or finally allotted to railway companies to that date, in Manitoba, Saskatchewan and Alberta; 3 sheets. Scale 12½ miles to 1 inch.

British Columbia 'Railway Belt' map, showing the 'Railway Belt' in British Columbia. Scale $\frac{1}{500000}$, or 7·89 miles to 1 inch.

Topographical map of British Columbia and Yukon-Alaska boundary. In 28 sheets. Scale $\frac{1}{160000}$.

Southeastern Alaska and portion of British Columbia. Edition of 1897. Scale $\frac{1}{960000}$.

Southeastern Alaska and portion of British Columbia, showing award of Alaska Boundary Tribunal, October 20, 1903. Scale $\frac{1}{960000}$.

Yukon—Extends from Lynn canal on the south, to Eagle on the north, and from the Pacific to the Frances river. Scale $\frac{1}{750000}$, or 11·82 miles to 1 inch.

White, Alsek and Kluane rivers district, southwestern Yukon. Scale $\frac{1}{400000}$, or 6·31 miles to 1 inch.

Timiskaming sheet, Pontiac county, Quebec, and Nipissing district, Ontario. Scale 1/750000, or 11·83 miles to 1 inch.

Sheet 1, S.W. Ontario. Windsor sheet. Essex, Kent and Lambton and portions of Elgin, Middlesex and Huron counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 1, S.E. Ontario. London sheet. Norfolk, Oxford, Brant and portions of Elgin, Middlesex, Huron, Perth, Waterloo and Wentworth counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheets 1, N.W. and 1, N.E. Ontario. Guelph sheet. Wellington, Grey, Bruce and portions of Huron, Perth, Waterloo, Halton, Dufferin and Simcoe counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 2, S.W. Ontario. Hamilton sheet. Lincoln, Welland, Haldimand and portions of Wentworth and Halton counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 13, includes whole of New Brunswick, with exception of Madawaska and portions of Westmoreland and Alberta counties. Scale 1/500000, or 7·89 miles to 1 inch.

Sheet 27, Ontario. Lake of the Woods sheet. Rainy River district and portions of Thunder Bay district and Keewatin. Scale 1/500000, or 7·89 miles to 1 inch.

REPORTS.

Altitudes in the Dominion of Canada. With a relief map of North America. 8vo., pp. 226.

Dictionary of Altitudes in the Dominion of Canada. With a relief map of Canada. 8vo., pp. 143.

MAPS IN PROGRESS.

Toronto and Muskoka sheet includes York and Ontario counties, Muskoka district and portion of Simcoe county. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 2, N.W. Ontario. Toronto sheet. Peel, York, Ontario and Victoria and portions of Halton, Simcoe, Dufferin, Muskoka, Durham and Peterborough counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 2, N.E. Ontario. Belleville sheet. Northumberland and Prince Edward and portions of Durham, Peterborough, Hastings, Lennox and Addington counties. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 9, S.W. Parry Sound sheet. Includes portions of Muskoka, Parry Sound, Nipissing and Haliburton districts.

Sheet 9, N.W. Temagami sheet. Includes the country between Lake Nipissing and the Height-of-land. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 10, S.E. Cornwall sheet. Includes Dundas, Prescott and Russell counties, Ontario, and Vaudreuil, Soulanges, Argenteuil and Ottawa counties, Quebec. Scale 1/250000, or 3·95 miles to 1 inch.

Sheet 11. Montreal sheet. Includes the country between Quebec and Vaudreuil, and between the international boundary and latitude 48° N. Scale 1/500000, or 7·89 miles to 1 inch.

Sheet 14, S.E. Truro sheet. Includes Pictou, N.S., King's and Queen's, P.E.I., and portions of Halifax, Guysborough and Colchester, N.S. Scale 1/250000, or 3·95 miles to 1 inch.

Sheets 15, N.W., 15, S.W. and 15, S.E. Cape Breton island and portions of Antigonish and Guysborough counties. Scale 1/250000, or 3·95 miles to 1 inch.

Rocky mountains between the Canadian Pacific Railway and the North Saskatchewan. Scale 4 miles to 1 inch.

ATLAS OF CANADA—MAPS.

1. Territorial divisions.
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3. Relief map, east sheet.
4. Geology, west sheet.

5. Geology, east sheet.
6. Minerals, west sheet.
7. Minerals, east sheet.
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9. Limits of forest trees.
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11. Telegraphs—Ontario and Quebec.
12. Telegraphs—Manitoba, Saskatchewan and Alberta.
13. Telegraphs—British Columbia, Yukon and Alberta.
14. Telephones—Maritime provinces and Quebec.
15. Telephones—Ontario and Quebec.
16. Telephones—Manitoba, Saskatchewan, Alberta, British Columbia and Yukon.
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18. Railways—Ontario and Quebec.
19. Railways—Manitoba, Saskatchewan and Alberta.
20. Railways—British Columbia, Alberta and Yukon.
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23. Lighthouses and sailing routes—Pacific coast.
24. Lighthouses and sailing routes—Atlantic coast.
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26. Isotherms for summer and year; precipitation, snowfall and Isobars.
26a. Average possible hours for sunshine in summer months and temperature maps.
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29b. Origins of the people—Ontario and Quebec.
29c. Origins of the people—Manitoba and Saskatchewan.
29d. Origins of the people—British Columbia and Alberta.
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41. Trade and Commerce—Imports.
42. Trade and Commerce—Exports, principal items.
43. Trade and Commerce—Imports, principal items.
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45. Minerals, telegraphs.
46. Population according to (*a*) age and sex, (*b*) sex and conjugal condition.
47. Population according to age, sex and conjugal condition.
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49. Population (*a*) origins, (*b*) religion, (*c*) birthplaces.

50. Population (*a*) interprovincial immigration, (*b*) proportion of population, (*c*) density of population, (*d*) rural and urban.

51. Population, earliest records to 1901, in Ontario, Manitoba, British Columbia, Alberta, Saskatchewan, other territories.

52. Population, earliest records to 1901, in Quebec, Nova Scotia, New Brunswick, Prince Edward Island.

53. Population—Cities and towns with a population of upwards of 7,000.

54. Population—Cities and towns with a population of upwards of 7,000.

55. Population—Cities and towns with a population of upwards of 7,000.

56. Agriculture—Value of land, &c.; of farm products; number of farmers and classification of farm area.

57. Agriculture—Improved and unimproved area; value of farm property.

58. Agriculture—Size of farms; number of farms; value of agricultural products.

59. Agriculture—Number of (*a*) sheep, (*b*) horses, (*c*) cattle.

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70. Finance—Debt; expenditure for public works; assets.

71. Currency and banking—Savings banks, deposits and withdrawals.

72. Currency and banking—Chartered banks, liabilities, assets, deposits, loans and reserve fund.

73. Currency and banking—Chartered banks, capital, deposits, liabilities and assets.

74. Marine—Light stations, &c.; vessels entered, 1903.

75. Marine—Vessels arrived and departed; coasting vessels.

76. Marine—Sea-going shipping; vessels on inland waters.

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79. Railways—Capital; passengers; freight; mileage.

80. Railways—Earnings; working expenses; receipts; expenditure.

81. Railways—Train mileage; rolling stock; passengers, freight.

82. Government railways—Expenditure and revenue; earnings and operating expenses; receipts.

83. Education and immigration—Literate and illiterate; schools, teachers; pupils; expenditure; number of immigrants.

I have the honour to be, sir,
Your obedient servant,

JAMES WHITE,
Geographer.

No. 29.

REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, August 20, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your information the statements hereinafter enumerated for the fiscal year ended June 30, 1906:—

A.—Statement showing the number of homestead entries made during the fiscal year ended June 30, 1906, compared with the corresponding period of the previous year.

B.—Abstract of letters patent covering Dominion lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued from the Department of the Interior during the fiscal year ending June 30, 1906, as compared with the fiscal year ending June 30, 1905.

C.—Statement showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba up to June 30, 1906.

D.—Statement showing the number of patents forwarded to the several registrars of the land registration districts of the Northwest Territories, and the number of notifications mailed to patentees during the year ending June 30, 1906.

E.—Statement showing the number of entries cancelled during the year ended June 30, 1906; also the year in which such entries were made.

F.—Statement showing the number of assignments recorded at head office during the year ended June 30, 1906.

G.—Statement of entries affecting Dominion lands which were made at head office during the fiscal year ending June 30, 1906.

Your obedient servant,

N. O. COTÉ.
Chief Clerk.

SESSIONAL PAPER No. 25

A.—STATEMENT showing the number of Homestead Entries made during the Fiscal Year ended June 30, 1906, compared with the corresponding period of the previous year.

Agency.	YEAR.		Increase.	Decrease.	Net Increase.
	Fiscal Year 1906.	Fiscal Year 1905.			
Alameda	2,346	1,627	719		
Battleford	7,365	3,610	3,755		
Brandon	162	306		144	
Calgary	2,067	2,155		88	
Dauphin	626	514	112		
Edmonton	4,584	2,899	1,685		
Kamloops	79	149		70	
Lethbridge	1,751	1,969		218	
Minnedosa	257	216	41		
New Westminster	29	38		9	
Prince Albert	1,888	2,136		248	
Regina	11,944	7,946	3,998		
Red Deer	3,861	2,115	1,746		
Winnipeg	761	671	90		
Yorkton	4,149	4,468		319	
	41,869	30,819	12,146	1,096	11,050

Representing in 1905	77,550 Souls
" in 1906	105,420 "
Increase of	27,870 Souls.

N. O. COTÉ,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, August 20, 1906.

B.—Abstract of Letters Patent covering Dominion Lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, issued from the Department of the Interior, during the Fiscal Year ended June 30, 1906, as compared with the Fiscal Year ended June 30, 1905.

No.	Nature of Grant.	From July 1, 1905, to June 30, 1906.		From July 1, 1904, to June 30, 1905.	
		Patents.	Acres.	Patents.	Acres.
1	British Columbia homesteads	57	8,397	61	9,225
2	" " sales	42	5,505	43	4,740
3	Coal lands sales	4	740	6	1,087
4	Commutation grants	10	341	6	302
5	Homesteads	8,604	1,366,453	5,869	928,376
6	Hudson's Bay Co.	11	24,105	6	14,352
7	Leases			1	230
8	Manitoba Act grants	7	134	4	236
9	Military Bounty grants	1	160	1	160
10	" homesteads	5	1,597	8	2,572
11	Mineral rights (943 acres)	7		27	6,151
12	Mining lands sales	10	1,318	2	51
13	Northwest half-breed grants	347	62,031	265	55,329
14	Parish sales	19	1,653	18	2,104
15	Quit claim Special grants (1,760 acres)	11		28	
	Railways :—				
16	Alberta Railway and Coal Co.			7	5,601
17	Calgary and Edmonton Railway Co	8	2,215	188	194,343
18	Calgary and Edmonton Railway Co., (Under rights, 1,088,334 acres)	829			
19	Canadian Northern Railway Co	101	21,248	109	26,580
20	Canadian Pacific Railway grants	700	1,432,578	829	3,723,470
21	Canadian Pacific Railway grants (Souris Branch)	62	243,448	319	902,280
22	Canadian Pacific Railway grants (Souris Branch, Under rights, 215,102 acres)	155			
23	Canadian Pacific Railway nominees			1	129
24	Canadian Pacific Railway roadbed and station grounds	12	895	15	296
25	Manitoba and Nortwestern Railway Co.	3	20,182	14	23,958
26	Manitoba Southwestern Colonization Railway Co	304	244,445	286	167,285
27	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	496	676,621	121	71,685
28	Sales	324	45,583	326	39,590
29	School lands sales	115	17,651	96	12,160
30	Special grants	78	1,957	107	4,008
31	Yukon Territory sales	46	1,928	34	1,054
32	Yukon Territory specials	2	160	1	
	Totals	12,370	4,181,345	8,798	6,197,354

N. O. COTÉ,
Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, August 20, 1906.

C.—Statement showing the number of acres of swamp lands in Manitoba transferred by order in council to the province of Manitoba, up to June 30, 1906.

	Acres.
April 16, 1888	52,600·00
June 7, 1888	60,335·60
August 25, 1891	105,635·41
December 7, 1891	36,479·00
April 22, 1893	69,680·00
October 21, 1893	13,040·00
" 4, 1895	50,602·72
" 31, 1896	53,520·19
" 31, 1896	6,960·00
November 10, 1896	137,016·75
December 1, 1896	117,250·09
June 18, 1897	151,985·39
June 27, 1898	3,120·00
December 1, 1899	148,811·39
February 17, 1899 August 18, 1899 May 26, 1900	48,470·00
January 6, 1900	160·00
April 26, 1902	20,744·01
February 3, 1903	27,764·85
" 3, 1903	84,659·48
August 17, 1904	5,127·00
" 17, 1904	5,584·00
" 18, 1904	13,098·01
September 28, 1904	43,192·27
December 29, 1904	10,719·73
April 20, 1905	160·00
July 20, 1905	16,285·00
	1,283,000·89

N. O. COTÉ.
Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, August 20, 1906.

D.—STATEMENT showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the Northwest Territories, and the number of notifications mailed to patentees during the year ending June 30, 1906.

Registration District.	Number of Patents sent to Registrars.	Number of Notifications Mailed to Patentees.
Assiniboia	4,975	4,770
East Saskatchewan	1,125	1,037
West Saskatchewan	418	144
North Alberta	2,506	2,063
South Alberta	2,232	1,275
Yukon	48	70
Totals	11,304	9,359

N. O. COTÉ
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, August 20, 1906.

E.—STATEMENT showing the number of entries cancelled during the year ended June 30, 1906, also the year in which such entries were made.

Year.	Homesteads.	Pre-emptions.	Time Sales.	Sales.
1879			1	
1880				
1881	1	1		
1882	3	6		
1883	9	5		
1884	3	9		
1885	1	3		
1886	4	4		
1887	1	1		
1888	1	3		
1889	5	5		
1890	5	1		
1891	4			
1892	9			
1893	3		2	
1894	4			
1895	2			
1896	1		1	1
1897	1			
1898	12			1
1899	25			1
1900	37			
1901	84			
1902	610		1	
1903	2,116		1	1
1904	4,002			
1905	4,150		1	
1906	544			
	11,637	38	6	4

N. O. COTÉ,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LANDS PATENTS BRANCH,
OTTAWA, August 20, 1906.

F.—STATEMENT showing the number of assignments recorded at head office during the year ended June 30, 1906.

Number of deeds registered	863
Fees received in connection therewith	$1,858.40

N. O. COTÉ.
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, August 20, 1906.

G.—STATEMENT of Entries affecting Dominion Lands which were made at Head Office during the fiscal year ending June 30, 1906.

Name of Grant.	No. of Grant.	Acres.	Mines and Minerals Only.
Special grants	96	4,487 00	
Calgary & Edmonton Railway Company	2	133 50	
" " " Mines and minerals	447		359,587 88
Canadian Northern Railway Company	87	22,565 39	
Canadian Pacific Railway Company main line	668	1,318,487 67	
" " Souris branch	44	144,722 41	
" " Mines and minerals	155		245,550 83
" " Pipestone extension	22	119,049 90	
Manitoba & Northwestern Railway Company	9	42,377 50	
Manitoba Southwestern Colonization Railway Company	285	213,415 27	
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	506	678,619 28	
Railway right of way	22	235 00	
Hudson's Bay Company	25	575,625 00	
	2,368	3,119,917 92	605,138 71

N. O. COTÉ,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, August 20 1906.

No. 30.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, October 4, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report in connection with the School Lands Branch of the Department of the Interior for the fiscal year ending June 30, 1906.

AUCTION SALES OF SCHOOL LANDS.

Manitoba.

While no general auction sales of school lands were held in Manitoba during the fiscal year, it was considered advisable to offer for sale the lots in the townsite of Tyndall, comprising the south half of the northeast quarter of section 11, township 13, range 6, east of the first meridian, as a number of these lots were found to be occupied by squatters who had erected buildings and made other improvements.

These lands, with the northwest quarter and the north half of the northeast quarter of the same section, were accordingly offered for sale by public auction at Tyndall, on October 10, 1905, subject in each case to an upset price which had been determined after inspection by an officer of the department. All the lots, some 120 in number, were disposed of for $2,445, while the farming lands of the section brought the average of $14.34 per acre.

As the improvements had been made for the most part before the townsite was laid out, and in ignorance of the law respecting school lands, it was thought proper to protect the makers of the improvements, and for this purpose it was made a condition of the sale that the purchaser of a lot, if other than the maker of the improvements, should pay to the clerk of the sale, for the benefit of the maker, the value of the improvements on the lot as previously determined by actual inspection. This was done in all cases.

A small sale comprising section 11, township 19, range 15, west of the first meridian, which is intersected by the Canadian Northern Railway, was also held at Glensmith on April 18, 1906.

The land was offered in quarter-sections of which the following were disposed of as follows:—

Southwest quarter for $16 per acre; northeast quarter for $10 per acre; northwest quarter for $8.

Alberta

The auction sales of school lands in the vicinity of the Calgary and Edmonton Railway and of the Crow's Nest Pass branch of the Canadian Pacific Railway, which were to have taken place in the autumn of 1904, but which were postponed, were held during the months of October and November, 1905, with the following results:—

Date of Sale.	Place of Sale.	No. of Acres Sold.	Amount Realized.	Average Price per Acre.
			$ cts.	$ cts.
October 18	Edmonton	8,874	106,842 70	12 04
" 23	Leduc	1,756	15,834 50	9 02
" 26	Wetaskiwin	4,679 29	46,820 92	10 00
" 30	Lacombe	4,081 04	35,952 52	8 81
November 2	Innisfail	7,530 59	62,561 29	8 32
" 6	Didsbury	23,202 94	241,473 08	10 41
" 10	Calgary	23,009	231,117 17	10 01
" 14	High River	24,117 04	355,046 05	14 72
" 16	Pincher Creek	7,434 23	102,951 56	13 85
" 20	Macleod	16,008 19	195,716 37	12 23
Total		120,692 32	1,394,316 16	11 55

In view of the constantly increasing demand for land in the Edmonton district, and of the numerous applications made to the department, it was decided to put up again for sale the lands which were offered at the previous sale at Edmonton in October, 1905, but were not sold, and they were accordingly offered at Edmonton on March 21, 1906, subject to the same upset prices as at the previous sale. It was also considered advisable to offer about the same time, namely, on March 27, 1906, at Lloydminster, a few sections for which applications had been received. The result of the two sales was as follows:—

Place of Sale.	Number of Acres Sold.	Amount Realized.	Average Price per Acre.
		$ cts.	$ cts.
Edmonton	5,958 84	81,870 84	13 74
Lloydminster	1,054 50	15,633 50	14 82
Total	7,013 34	97,504 34	13 90

The average price of all the sales in Alberta during the fiscal year was $11.68 per acre.

Mr. T. C. Norris, of Brandon, acted as auctioneer for the sales held in October and November, but as the second sale at Edmonton, and also that at Lloydminster, were comparatively small, the services of a special auctioneer were not considered necessary, and Mr. Ingram, the inspector of school lands, who was in charge of the sale, acted in that capacity himself.

Saskatchewan.

Auction sales of school lands were held in Saskatchewan as follows:—

Date of Sale.	Place of Sale.	Number of Acres Sold.	Amount Realized.	Average Price per acre.
1905.			$ cts.	$ cts.
September 20.	Killaley	3,200	46,600 00	14 56
November 27.	Yorkton	8,096·83	81,917 96	10 12
" 30.	Saltcoats	10,689·20	82,872 44	7 75
1906.				
May 25.	Saskatoon	965·50	112,918 50	116 95
" 30.	Radisson	812·40	12,903 00	15 88½
June 7.	Alameda	10·00	70 00	7 00
" 12.	Yorkton	4·00	28 00	7 00
" 20.	Wadena	2,885	44,402 50	15 39
		26,662·93	381,714 40	14 32

The lands offered at Yorkton and Saltcoats were those included in the sales which were to have been held at those points in November, 1904, but which were postponed. Only a few parcels were offered at the other points mentioned, the sales being held in response to urgent applications for these lands. While, however, the sales were small, it will be seen that very good prices were realized, care having been taken to place such upset prices on the land as would prevent their being disposed of for less than their full value.

The land offered at Saskatoon comprised the west half of section 29, township 36, range 5, west of the third meridian. It was offered in legal subdivisions as it adjoins the town, which accounts for the very high prices realized, one parcel selling for $515 per acre.

The total area disposed of at the various sales in the three provinces, exclusive of the Tyndall lots, was 155,060·71 acres, representing the sum of $1,882,105.14, or an average of $12.14 per acre.

Mr. William M. Ingram was in charge of all the sales referred to, and his management was not only most satisfactory in the interest of the school lands funds, but also gave general satisfaction to the public attending the sales.

GRAZING LEASES.

There continues to be a steady demand for leases of school lands for grazing purposes. The total number issued during the fiscal year was 351. The total number of grazing ranches in force on July 1, 1906, was 1,787. The revenue from this source was $14,741.38.

COAL LEASES.

Ten leases for coal mining purposes were issued during the fiscal year, and the total number in force on July 1, 1906, was 21. The revenue for these leases during the fiscal year was $2,541.01.

The selection of the lands necessary to replace the school sections included in the tract allotted to the Canadian Pacific Railway Company in connection with their irrigation scheme, and also in certain townships allotted as part of the land grant of the Manitoba South Western Colonization Railway Company, was completed by Mr. F. C. Potts during the past year. The area required to recoup the school land endowment for the sections surrendered was, in round numbers, 200,000 acres. This is, however, only approximate, as some of the townships are unsurveyed and the exact area cannot be determined until the surveys are complete.

As the provisional districts of Assiniboia, Alberta and Saskatchewan became merged on September 1, 1905, in the provinces of Alberta and Saskatchewan, it became necessary to pay over to the government of the Northwest Territories the revenue from school lands within the territories, less the principal moneys of sales, for the period between July 1, 1905, and September 1, 1905, to which it was entitled under authority of the order in council of November 19, 1902, in that behalf, and the issue of cheques against the school lands fund of the several provisional districts in favour of the liquidator of the territories was accordingly authorized by the Auditor General, the total amount paid over being $4,670.97.

The authority of the Governor in Council was also obtained (order in council, January 6, 1906), to close the accounts in connection with the school lands funds of the several provisional districts, and to transfer the balances to the credit of the school lands funds of the provinces of Alberta and Saskatchewan.

In view of the provisions of the order in council referred to, and of those of the order in council of November 19, 1902, the authority of the Auditor General was given for the issue of a cheque in favour of the government of Saskatchewan for $54,224.85, being the revenue from the school lands within that province, less the principal moneys of sales and less also the cost of management, from September 1, 1905, when the province was established, to July 1, 1906.

A cheque was also issued in the usual course in favour of the Provincial Treasurer of Manitoba against Manitoba school lands fund for $58,447.71, being the revenue from school lands for the fiscal year, less the principal moneys of sales and less also the cost of management.

No cheque was issued in favour of the province of Alberta, the expenditure for the period between September 1, 1905, and July 1, 1906, being in excess of the revenue other than the principal moneys of sales for the period.

Hereto attached is a statement, marked 'A,' showing the net revenue derived from the school lands during the past fiscal year, from which it will be seen that the total net sum collected was $607,070.13.

The business of this branch has increased greatly during the past year, owing partly to the number of auction sales and the numerous transfers of lands, and partly to the constantly growing demand for school lands and the consequent increase in the volume of correspondence. It may also be pointed out that nearly all the work in connection with the collection of the revenue, sending out statements of accounts, &c., is done at this office, and as evidence of this, I may say that of the total gross sum of $608,936.01 collected during the fiscal year, $587,571.50 was paid into this office, and $21,364.51 collected through the various agencies.

The following is a summary of the work of the branch for the year:—

Letters written	13,271
Reports, memoranda to council, &c.	1,648
Receipts issued	1,928
Accounts kept posted and statements of same issued	4,800
Grazing leases issued	351
Coal leases issued	21
Cultivation permits issued	52

The above only gives an approximate idea of the amount of work done, as there is a great deal of which it is impossible to keep a record, such as the preparing and checking of lists of lands for auction sales, reading and correcting proofs of lists, advertising and making arrangements for the sales, &c.

Herewith attached are statements prepared in the accounts branch, showing the balances of the several school lands funds on July 1, 1906.

I have the honour to be, sir.
Your obedient servant,

FRANK S. CHECKLEY,
Chief Clerk.

STATEMENT A.

SHOWING Net Revenue from School Lands for Fiscal Year ending June 30, 1906.

	Sales.		Grazing.	Hay.	Timber.	Coal.	Cultivation Permits.	Miscellaneous.	Total.
	Principal.	Interest.							
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba— From July, 1905, to 1906	149,490 49	54,868 91	2,624 19	1,677 14	2,867 21	.....	1,117 10	.....	212,645 04
Assiniboia— July 1, 1905, to September 1, 1905	5,578 08	2,346 04	442 04	302 75	2 50	24 00	.....	.....	8,695 41
Alberta— July 1, 1905, to September 1, 1905	.....	.....	1,846 88	158 80	50 00	682 00	.....	.....	2,737 68
Saskatchewan— July 1, 1905, to September 1, 1905	.....	.....	40 85	105 40	.....	.....	.....	.....	146 25
Alberta— September 1, 1905, to July 1, 1906	170,948 16	249 29	6,066 90	507 60	448 75	1,186 93	27 00	.....	179,434 63
Saskatchewan— September 1, 1905, to July 1, 1906	143,501 88	54,329 57	3,720 52	1,004 65	40 55	648 08	150 12	15 75	203,411 12
	469,518 61	111,793 81	14,741 38	3,756 34	3,409 01	2,541 01	1,294 22	15 75	607,070 13

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, October 4, 1906.

SESSIONAL PAPER No. 25

STATEMENT of Revenue and Expenditure on Account of School Lands for the Fiscal year ended June 30, 1906.

MANITOBA SCHOOL LANDS.

Particulars.		Dr.	Cr.
		$ cts.	$ cts.
By balance on July 1, 1905			1,203,126 58
Sales	12 months to June 30, 1906		204,359 40
Rental for cultivation	" " "		1,117 10
Timber, hay and grazing	" " "		7,168 54
Interest	" " "		38,764 65
To cost of management at Ottawa	" " "		
Expenses, being salaries, printing, advertising, &c	" " "	740 27 3,966 57	
Interest paid to Manitoba Government	" " "	38,764 65	
Interest and revenue paid to the Manitoba Government to June 30, 1906		58,447 71	
To balance on June 30, 1906		1,352,617 07	
		1,454,536 27	1,454,536 27

STATEMENT of Revenue and Expenditure on Account of School Lands for the Two Months ended August 31, 1905.

PROVISIONAL DISTRICT OF ASSINIBOIA.

Particulars.		Dr.	Cr.
		$ cts.	$ cts.
By balance on July 1, 1905			219,192 12
Sales	2 months to August 31, 1905		7,924 12
Timber, hay, grazing and coal	" " "		771 29
Interest	" " "		1,145 56
To cost of management at Ottawa	" " "	85 42	
Expenses, being salaries, printing and advertising, &c	" " "	568 60	
Interest paid to Northwest Government	" " "	1,145 56	
Interest and revenue paid to Northwest Government	" " "	2,488 91	
To balance on August 31, 1905		224,744 60	
		229,033 09	229,033 09
By balance on September 1, 1905			224,744 60
To transfer to Province of Saskatchewan School Lands Fund, per Order in Council of January 6, 1906		224,679 58	
To transfer to Province of Alberta School Lands Fund, per Order in Council of January 6, 1906		65 02	
		224,744 60	224,744 60

STATEMENT of Revenue and Expenditure on Account of School Lands for the Two Months ended August 31, 1905—*Concluded.*

PROVISIONAL DISTRICT OF ALBERTA.

Particulars.		Dr.	Cr.
		$ cts.	$ cts.
By balance July 1, 1905			44,698 36
Timber, hay, grazing and coal	2 months to August 31, 1906		2,737 68
Interest	" " "		232 52
To cost of mangement at Ottawa	" " "	85 41	
Expenses, being salaries, printing, advertising, &c	" " "	549 99	
Interest paid to Northwest Government	" " "	232 52	
Interest and revenue paid to Northwest Government	" " "	2,107 08	
To balance on August 31, 1905		44,693 56	
		47,668 56	47,668 56
By balance on September 1, 1905			44,693 56
To transfer to Province of Alberta School Lands Fund, per Order in Council of January 6, 1906		44,693 56	

PROVISIONAL DISTRICT OF SASKATCHEWAN.

By balance on July 1, 1905			17,547 60
Hay and grazing	2 months to August 31, 1905		146 25
Interest	" " "		89 52
Expenses, being contingencies, &c	" " "	75 07	
Interest paid to Northwest Government	" " "	89 52	
Interest and revenue paid to Northwest Government	" " "	74 98	
To balance on August 31, 1905		17,543 80	
		17,783 37	17,783 37
By balance on September 1, 1905			17,543 80
To transfer to Province of Saskatchewan School Lands Fund, per Order in Council of January 6, 1906		17,543 80	

STATEMENT of Revenue and Expenditure on Account of School Lands for the Ten Months ended June 30, 1906.

ALBERTA SCHOOL LANDS.

Particulars.		Dr.	Cr.
		$ cts.	$ cts.
By transfer, per Order in Council of January 6, 1906, from Provisional District of Alberta			44,693 56
By transfer, per Order in Council of January 6, 1906, from Provisional District of Assiniboia			65 02
Sales	10 months to June 30, 1906		171,197 45
Rental for cultivation	" " "		27 00
Timber, hay, grazing and coal	" " "		8,210 18
Interest	" " "		3,008 44
To cost of management at Ottawa	" " "	569 45	
Expenses, being salaries, printing, advertising, etc	" " "	9,529 96	
Interest paid to Government of Alberta	" " "	3,008 44	
To balance on June 30, 1906		214,093 80	
		227,201 65	227,201 65

STATEMENT of Revenue and Expenditure on Account of School Lands for the Ten Months ended June 30, 1906—*Concluded.*

SASKATCHEWAN SCHOOL LANDS.

Particulars.		Dr.	Cr.
		$ cts.	$ cts.
By transfer, per Order in Council of January 6, 1906, from Provisional District of Assiniboia			224,679 58
By transfer, per Order in Council of January 6, 1906, from Provisional District of Saskatchewan			17,543 80
Sales	10 months to June 30, 1906		197,831 45
Rental for cultivation	" " "		150 12
Timber, hay, grazing, coal, &c	" " "		5,429 55
Interest	" " "		8,300 16
To cost of management at Ottawa	" " "	569 45	
Expenses, being salaries, printing, advertising, &c	" " "	5,114 94	
Interest paid to Government of Saskatchewan	" " "	8,300 16	
Interest and revenue paid to Government of Saskatchewan	" " "	54,224 85	
To balance on June 30, 1906		385,725 26	
		453,934 66	453,934 66

PART II

IMMIGRATION

IMMIGRATION.

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, July 7, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg leave to place before you herewith the annual reports of the principal officers engaged in the immigration service of Canada, together with a report from the High Commissioner for Canada, in London, with reports of our British and continental agents appended thereto.

The growth of the work of this branch of the department is shown by the steady increase in the correspondence which we have to deal with at headquarters. Last year 77,610 attachments were made to our files; during the year now referred to (which ended on the 30th ultimo), 118,187 attachments were made to our files and duly attended to, and we responded to 220,335 requests for information, direct and indirect, and sent out 4,455,310 pamphlets, maps, &c.

The following is a statement showing the orders for immigration literature during the year:—

Geography of Canada (French)	100,000
Twentieth Century Canada	155,000
Twentieth Century Canada	100,000
Out-door Canada	600
Classes Wanted in Canada	200,000
Canada, Cost of Living	100,000
Canada in a Nutshell	650,000
Prosperity Follows Settlement	50,000
Canada, Learning Farming, Land Regulations	159,150
Home Building in Canada	200,000
English Emigrant's Experience in Western Canada	100,000
New Brunswick Leaflets	40,000
Canadian Year-Book	3,675
Farm and Ranch Review	5,000
Story of Manitoba Farmer	5,000
Dominion Medical Monthly	500
The Biggest Crop	253,500
Trade Reports (Pepper's)	259,000
Letters from Successful Settlers (Grieve's)	20,000
Wheat Pamphlet (Winter)	125,000
Book of Lectures	103
Domestic Service and other Employment for Women	100,000

Folder Maps.

L'Ouest Canadien (French)	150,000
Bureau de Colonisation (French)	25,000
Where and How (English)	200,000

Maps.

School Map of Canada	20,000
Small Map of the Dominion of Canada	10,000
Small Coloured Map of the Dominion of Canada	9,000

Newspapers (Special Editions).

'Canadian Farmer' (Galician)	15,000
'The Leader,' Regina, Inaugural Number	2,000
'Le Courrier de l'Ouest,' Edmonton	14,000
'Christmas Globe'	200
'Strathcona Plaindealer' (Christmas Number)	1,200
Hungarian Paper (Winnipeg)	1,500
'The Alberta German Herald'	36,000
'Der Nordwesten,' Winnipeg	26,000
'L'Ouest Canadien,' Winnipeg	5,000

I submit the following statistical tables compiled in my office:—

IMMIGRANT ARRIVALS.

SUMMARY for the Fiscal Year 1905-6.

Per ocean travel—			
Halifax		23,525	
St. John		15,336	
Quebec		71,440	
Vancouver		2,041	
Victoria		817	
New York	13,645		
Portland	2,535		
Boston	1,221		
Philadelphia	543		
Baltimore	165		
		18,109	
			131,268
From the United States, not including 123 United States citizens by ocean ports—			
Montreal		1,053	
Winnipeg, &c		47,761	
Lake St. John District		1,088	
Rainy River District		342	
Montreal Colonization Society		225	
Timiskaming District		134	
Customs entries		7,193	
			57,796
			189,064

COMPARATIVE STATEMENT.

Immigrants arriving for Canada, by Ports, during the Fiscal Years 1904-5 and 1905-6.

	Fiscal Year, 1904-5.				Fiscal Year, 1905-6.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Halifax	13,435	3,606	3,002	20,043	15,180	4,210	4,135	23,525
St. John	9,934	1,909	1,703	13,596	10,660	2,452	2,224	15,336
Quebec	34,972	13,566	12,305	60,843	37,454	17,363	16,623	71,440
United States Ocean Ports (New York, Portland, Boston, Philadelphia and Baltimore)	4,845	1,151	1,570	7,566	12,492	2,826	2,791	18,109
Montreal, from the United States	1,187	277	358	1,822	761	118	174	1,053
Winnipeg and Outports, from the United States	17,951	5,983	8,122	32,056	26,548	10,071	11,142	47,761
Vancouver	478	120	63	661	1,629	272	140	2,041
Victoria	9	4	1	14	691	100	26	817
Totals for principal ports	82,861	26,616	27,124	136,601	105,415	37,412	37,255	180,082
Customs entries				7,781				7,193
Repatriation societies				1,884				1,789
Grand totals				146,266				189,064

COMPARATIVE STATEMENT.

IMMIGRANTS arriving for Canada, by months, during the Fiscal Years of 1904–5 and 1905–6.

Month.	Fiscal Year, 1904-5.				Fiscal Year, 1905-6.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
July	6,570	2,329	2,688	11,587	5,978	2,803	2,896	11,677
August	5,913	2,450	2,234	10,597	4,968	2,278	2,331	9,577
September	4,947	2,500	2,308	9,755	5,038	2,846	2,489	10,373
October	4,124	1,893	1,981	7,998	4,398	2,278	2,117	8,793
November	3,929	1,535	1,593	7,057	3,377	1,678	1,461	6,516
December	2,514	878	811	4,203	2,635	1,081	998	4,714
January	2,360	607	575	3,542	2,041	702	690	3,433
February	2,862	642	581	4,085	3,807	1,057	928	5,792
March	8,240	1,991	2,200	12,431	14,875	3,824	4,508	23,207
April	15,380	3,441	3,909	22,730	22,539	5,811	5,943	34,293
May	17,032	4,721	4,608	26,361	22,236	7,254	6,913	36,403
June	8,990	3,629	3,636	16,255	13,523	5,800	5,981	25,304
Totals	82,861	26,616	27,124	136,601	105,415	37,412	37,255	180,082
Customs entries				7,781				7,193
Repatriation societies				1,884				1,789
Grand totals				146,266				189,064

SESSIONAL PAPER No. 25

COMPARATIVE STATEMENT showing the number of Immigrants arriving in Canada, by Countries, for the Fiscal Years ending June 30, 1905, and 1906, giving increase and decrease.

Country.	Fiscal Year 1904-1905.	Fiscal Year 1905-1906.	Increase.	Decrease.
English	48,847	65,135	16,288	
Welsh	770	797	27	
Scotch	11,744	15,846	4,102	
Irish	3,998	5,018	1,020	
Total British	65,359	86,796	21.437	
African, South	35	46	11	
Australian	204	322	118	
Austrian, N.E.S.	837	1,324	487	
Bohemian	107	110	3	
Buckowinian	1,123	1,355	232	
Croatian and Slovenian	27	226	199	
Dalmatian	4	16	12	
Galician	6,926	5,656		1,270
Hungarian, N.E.S.	981	739		242
Magyar	5	324	319	
Ruthenian	3	266	263	
Slovak	47	154	107	
Belgian	796	1,106	310	
Bulgarian	2	71	69	
Brazilian	1	2	1	
Chinese		18	18	
Dutch	281	389	108	
French	1,743	1,648		95
German, N.E.S	2,704	1,745		959
Alsace-Lorraine	5	4		1
Bavarian	6	22	16	
Prussian	28	23		5
Saxon	10	2		8
Würtemburg	6			6
West Indian	43	171	128	
Bermudian	8	11	3	
Jamaican	26	12		14
Greek	98	254	156	
Hebrew, N.E.S	1,000	731		269
" Russian	6,206	6,056		150
" Polish	151	44		107
" Austrian	240	260	20	
" German	118	36		82
Italian	3,473	7,959	4,486	
Japanese	354	1,922	1,568	
Newfoundland	190	340	150	
New Zealand	57	89	32	
Portuguese	1	6	5	
Poles, N.E.S	247	155		92
" Austrian	70	156	86	
" German	29	29		
" Russian	399	385		14
Persian	8	7		1
Roumanian	270	396	126	
Russian, N.E.S.	1,916	3,152	1,236	
Finns	1,323	1,103		220
Doukhobors	24	204	180	
Spanish	10	12	2	
Swiss	150	172	22	
Servian	7	19	12	
Danish	461	474	13	
Icelandic	413	168		245
Swedish	1,847	1,802		45
Norwegian	1,397	1,415	18	
Turks	30	357	327	
Armenians	78	82	4	
Egyptians	2	18	16	
Syrians	630	336		294

COMPARATIVE STATEMENT showing the number of Immigrants arriving in Canada, by Countries—*Continued.*

Country.	Fiscal Year 1904-1905.	Fiscal Year 1905-1906.	Increase.	Decrease.
Arabians	48	19	.....	29
Negroes	5	42	37	
India	45	387	342	
Total Continental, &c	37,255	44,349	7,094	
United States	43,652	57,919	14,267	
Total Immigration	146,266	189,064	42,798	

ARRIVALS AT OCEAN PORTS.

For the fiscal year ending June 30, 1906, there arrived via Canadian and United States ocean ports, 181,193 passengers, of whom 14,053 travelled saloon and 167,140 steerage. Of the saloon passengers 13,296 were destined to Canada and 757 to the United States. Of the steerage passengers 145,305 were for Canada and 21,835 for the United States. Included in the steerage passengers for Canada were 10,913 returned Canadians and 3,124 tourists, leaving the immigration proper via ocean ports at 131,268 souls, which together with the 57,796 settlers direct from the United States, brings the total immigration to 189,064, an increase over the previous fiscal year of 42,798 persons.

The following further statistical information will be of interest: Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at Ocean Ports for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	1			1					1			1
Australian	44	32	8	84	10	12	1	23	54	44	9	107
Austrian	1	1		2	3	1		4	4	2		6
Bohemian	1			1					1			1
Hungarian	2			2					2			2
Belgian	21	8	2	31	1			1	22	8	2	32
Brazilian			1	1							1	1
Chinese	1	1	1	3	1			1	2	1	1	4
Dutch	4	2	1	7	2			2	6	2	1	9
French	60	19		79	2	4		6	62	23		85
German	54	13	1	68	8	4	1	13	62	17	2	81
Bavarian	1			1					1			1
English	2,178	1,258	179	3,615	50	26	4	80	2,228	1,284	183	3,695
Welsh	11	2		13	2			2	13	2		15
Scotch	454	243	38	735	12	6		18	466	249	38	753
Irish	96	40	7	143	5	3		8	101	43	7	151
West Indian	22	17	7	46					22	17	7	46
Bermudian	13	15	7	35					13	15	7	35
Jamaican	4			4					4			4
Greek	2			2					2			2
Hebrew	1			1					1			1
Italian	7	2		9	1			1	8	2		10
Japanese	12	4	2	18	17	7		24	29	11	2	42
Newfoundland	46	56	21	123	4	20	4	28	50	76	25	151
New Zealand	25	15	2	42	1	2	1	4	26	17	3	46
Portuguese	1	1		2					1	1		2
Polish		1		1						1		1
Russian	6	3	2	11	4	1		5	10	4	2	16
Spanish	3			3					3			3
Swiss	5	3		8	1			1	6	3		9
Danish	2			2					2			2
Swedish	6	2		8	4	1	1	6	10	3	1	14
Norwegian	1			1	1			1	2			2
Armenian	2			2					2			2
Syrian	6			6					6			6
U. S. A. Citizens	164	85	8	257	216	166	32	414	380	251	40	671
Negroes	1			1					1			1
India	3			3	1	1		2	4	1		5
Canadians	2,723	2,283	213	5,219	1	1		2	2,724	2,284	213	5,221
Tourists	1,367	1,205	134	2,706	73	36	2	111	1,440	1,241	136	2,817
Totals	7,351	5,311	634	13,296	420	291	46	757	7,771	5,602	680	14,053

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	26	9	11	46	2	1	3	6	28	10	14	52
Australian	168	72	82	322	70	66	65	201	238	138	147	523
Austrian, N.E.S.	796	261	267	1,324	197	91	67	355	993	352	334	1,679
Bohemian	38	29	43	110	5	10	10	25	43	39	53	135
Buckowinian	1,004	142	209	1,355	1			1	1,005	142	209	1,356
Croatian and Slovenian	202	13	11	226	1			1	203	13	11	227
Dalmatian	16			16					16			16
Galician	3,565	1,041	1,050	5,656	172	53	43	268	3.737	1,094	1,093	5,924
Hungarian, N.E.S.	429	151	159	739	247	94	42	383	676	245	201	1,122
Magyar	237	39	48	324	3	1		4	240	40	48	328
Ruthenian	193	31	42	266					193	31	42	266
Slovak	123	15	16	154					123	15	16	154
Belgian	663	242	201	1,106	193	67	73	333	856	309	274	1,439
Bulgarian	69	2		71	6			6	75	2		77
Brazilian	2			2					2			2
Chinese	3	7	8	18					3	7	8	18
Dutch	236	83	70	389	41	30	33	104	277	113	103	493
French	917	441	290	1,648	34	24	18	76	951	465	308	1,724
German, N.E.S.	856	404	485	1,745	358	264	267	889	1,214	668	752	2,634
Alsace-Lorraine	2	1	1	4					2	1	1	4
Bavarian	21	1		22					21	1		22
Prussian	13	5	5	23	4	5	7	16	17	10	12	39
Saxon	2			2	1			1	3			3
English	36,333	14,135	14,667	65,135	811	479	321	1,611	37,144	14,614	14,988	66,746
Welsh	539	159	99	797	28	12	3	43	567	171	102	840
Scotch	9,607	3,507	2,732	15,846	244	132	81	457	9,851	3,639	2,813	16,303
Irish	3,160	1,255	603	5,018	168	132	47	347	3,328	1,387	650	5,365
West Indian	109	49	13	171	4			4	113	49	13	175
Bermudian	8	2	1	11					8	2	1	11
Jamaican	10	2		12					10	2		12
Greek	216	13	25	254	43	1	1	45	259	14	26	299
Hebrew, N. E. S.	336	218	177	731	18	22	23	63	354	240	200	794
" Russian	2,364	1,728	1,964	6,056	120	132	186	438	2,484	1,860	2,150	6,494
" Polish	27	7	10	44		1	1	2	27	8	11	46
" Austrian	108	74	78	260	1	3	4	8	109	77	82	268
" German	17	8	11	36	1			1	18	8	11	37
Italian	7,218	417	324	7,959	283	28	27	338	7,501	445	351	8,297
Japanese	1,614	264	44	1,922	883	162	24	1,069	2,497	426	68	2,991
Newfoundland	205	119	16	340	106	81	31	218	311	200	47	558
New Zealand	53	19	17	89	20	11	5	36	73	30	22	125
Portuguese	3	2	1	6	1			1	4	2	1	7
Poles N.E.S.	126	20	9	155	56	18	20	94	182	38	29	249
" Austrian	98	29	29	156		1	2	3	98	30	31	159
" German	22	4	3	29	2			2	24	4	3	31
" Russian	273	64	48	385	22	6	3	31	295	70	51	416
Persian	6	1		7					6	1		7
Roumanian	244	73	79	396	23	11	9	43	267	84	88	439
Russian, N. E. S.	1,407	778	967	3,152	1,954	1,086	1,218	4,258	3,361	1,864	2,185	7,410
Finns	767	237	99	1,103	1,624	676	320	2,620	2,391	913	419	3,723
Doukhobors	77	53	74	204					77	53	74	204
Spanish	9	3		12	2	1		3	11	4		15
Swiss	114	30	28	172	13	6	2	21	127	36	30	193
Servian	12	4	3	19	1			1	13	4	3	20
Danish	317	97	60	474	366	156	107	629	683	253	167	1,103
Icelandic	55	51	62	168	2	2	4	8	57	53	66	176
Swedish	1,100	383	319	1,802	899	493	334	1,726	1,999	876	653	3,528
Norwegian	874	270	271	1,415	1,651	841	514	3,006	2,525	1,111	785	4,421
Turks	318	24	15	357	29	1	3	33	347	25	18	390
Armenians	70		5	82	7	1	3	11	77	8	8	93

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at Ocean Ports for the Fiscal Year ending June 30, 1906—*Continued.*

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Egyptians	18			18					18			18
Syrians	198	83	55	336	6	1	1	8	204	84	56	344
Arabians	17	2		19					17	2		19
U. S. A. Citizens	63	30	30	123	555	428	141	1,124	618	458	171	1,247
Negroes	36	5	1	42	1			1	37	5	1	43
India	377	8	2	387	13	1		14	390	9	2	401
Total Immigration	78,106	27,223	25,939	131,268	11,292	5,631	4,063	20,986	89,398	32,854	30,002	152,254
Returned Canadians	7,802	2,275	836	10,913					7,802	2,275	836	10,913
Tourists	2,139	799	186	3,124	738	67	44	849	2,877	866	230	3,973
Totals	88,047	30,297	26,961	145,305	12,030	5,698	4,107	21,835	100,077	35,995	31,068	167,140

TABLE III.

MONTHLY arrivals of Immigrants, by Nationalities, at Ocean Ports, for the Fiscal Year ending June 30, 1906.

Nationality.	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May.	June.	Totals.
African, South	10	2	3	1	..	1	1	8	11	2	1	6	46
Australian	37	48	24	7	6	13	7	8	64	19	56	33	322
Austrian, N.E.S.	110	22	39	59	31	8	11	14	55	158	574	243	1,324
Bohemian	11	12	....	1	6	1	9	1	.....	13	51	5	110
Buckowinian	49	11	6	9	23	16	7	1	33	295	686	219	1,355
Croatian and Slovenian	2	12	6	18	.....	18	5	22	39	66	22	16	226
Dalmatian	4	....	.....	.....	.....	4	.....	.....	1	7	.....	.....	16
Galician	315	80	61	71	124	58	31	52	203	1,458	2,443	760	5,656
Hungarian, N.E.S	116	38	7	14	43	33	19	18	100	57	200	94	739
Magyar	1	2	13	29	5	37	39	68	42	56	.....	32	324
Ruthenian	14	12	1	5	6	7	6	27	9	175	.....	4	266
Slovak	.....	2	3	8	..	12	9	23	27	52	.....	18	154
Belgian	79	39	68	62	95	20	34	29	114	257	198	111	1,106
Bulgarian	8	.....	2	2	4	2	.....	6	5	37	5	.....	71
Brazilian	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Chinese	.....	.....	.....	.....	.....	.....	10	.....	3	.....	3	2	18
Dutch	25	10	4	10	18	9	4	13	32	144	58	62	389
French	163	92	132	114	72	57	29	42	132	198	354	263	1,648
German, N.E.S.	103	119	92	152	89	58	17	63	140	243	410	259	1,745
Alsace-Lorraine	3	..	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Bavarian	.....	.....	.....	.....	.....	.....	.....	18	1	2	.....	1	22
Prussian	2	4	1	..	.....	.....	.....	.....	4	3	8	1	23
Saxon	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
English	4,524	3,944	4,308	2,949	1,519	1,083	931	1,560	9,175	10,832	13,877	10,433	65,135
Welsh	72	52	44	33	33	23	19	8	145	96	173	99	797
Scotch	873	1,071	755	535	356	214	168	383	1,491	2,975	3,718	3,307	15,846
Irish	353	358	438	249	146	76	61	110	562	760	1,183	722	5,018
West Indian	25	3	7	9	4	1	3	1	6	7	33	72	171
Bermudian	3	.....	1	2	.....	.....	1	.....	1	1	1	1	11
Jamaican	7	1	.....	.....	.....	1	1	.....	.....	1	.....	1	12
Greek	15	10	15	14	16	10	2	3	12	64	34	59	254
Hebrew, N.E.S.	117	66	83	35	61	40	65	33	39	57	81	54	731
" Russian	500	450	515	287	238	310	397	362	671	629	729	968	6,056
" Polish	.....	3	1	1	1	9	11	3	2	4	9	.....	44
" Austrian	39	30	16	60	14	3	12	14	3	4	24	41	260
" German	6	12	3	.....	1	.....	2	.....	4	.....	8	.....	36
Italian	254	122	268	185	145	119	96	613	687	2,451	2,033	986	7,959
Japanese	67	54	95	38	95	82	4	179	106	226	685	291	1,922
Newfoundland	16	43	39	37	39	11	12	14	37	25	39	28	340
New Zealand	12	9	5	6	8	4	4	1	8	6	21	5	89
Portuguese	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	3	6
Poles, N.E.S.	5	1	5	.....	30	7	2	4	14	53	24	10	155
" Austrian	9	8	1	13	5	7	1	8	9	58	13	24	156
" German	4	1	3	2	.....	4	3	9	1	1	1	.....	29
" Russian	34	29	40	20	17	10	12	13	50	41	73	46	385
Persian	2	1	.....	.....	2	.....	.....	.....	.....	.....	2	.....	7
Roumanian	11	10	25	8	27	53	11	9	36	128	53	25	396
Russian, N.E.S	402	130	115	122	140	155	37	104	265	619	706	357	3,152
Finns	102	58	87	74	52	103	63	78	91	86	138	171	1,103
Doukhobors	2	.....	198	.....	4	.....	.....	.....	.....	.....	.....	.....	204
Spanish	3	3	.....	.....	.....	.....	.....	1	.....	.....	3	2	12
Swiss	11	9	9	10	8	4	2	9	19	21	44	26	172
Servian	.....	1	1	1	.....	1	11	.....	.....	2	2	.....	19
Danish	39	39	36	29	19	16	5	17	90	54	78	52	474
Icelandic	98	1	12	1	4	4	.....	.....	.....	1	7	40	168
Swedish	214	98	149	114	71	118	80	26	121	171	394	246	1,802
Norwegian	139	67	113	57	54	49	30	24	122	176	392	192	1,415
Turks	13	16	5	15	41	26	5	14	9	61	68	84	357
Armenians	15	7	8	9	5	.....	2	7	6	4	7	12	82
Egyptians	3	.....	.....	.....	6	8	.....	1	.....	.....	.....	.....	18
Syrians	15	49	42	30	47	39	29	10	15	9	11	40	336
Arabians	1	7	.....	2	1	.....	.....	3	.....	2	.....	3	19
U.S.A. citizens	30	6	11	6	9	1	2	4	.....	10	12	32	123
Negroes	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	41	42
India	22	2	16	14	43	15	10	50	10	80	89	36	387
	9,111	7,276	7,934	5,529	3,783	2,960	2,333	4,088	14,823	22,957	29,837	20,637	131,268

TABLE IV.

MONTHLY arrivals of Immigrants, for Canada, by Occupations and Destination, at Ocean Ports, for the Fiscal Year ending June 30, 1906.

	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May.	June.	Total.
Agriculturists	2,783	1,820	1,966	1,138	899	676	478	934	6,363	7,294	9,068	5,175	38,594
General labourers	1,507	1,045	1,278	1,016	726	696	480	1,247	2,997	7,203	7,607	5,308	31,110
Mechanics	2,470	2,196	2,488	1,675	1,099	847	831	1,105	3,761	5,506	8,182	5,925	36,085
Clerks	535	479	592	430	258	185	167	288	512	1,060	1,527	1,327	7,360
Miners	208	276	228	215	156	63	54	85	289	434	670	464	3,142
Female servants	567	435	568	451	291	176	104	168	435	734	1,343	1,071	6,343
Not classed	1,041	1,025	814	604	354	317	219	261	466	726	1,440	1,367	8,634
Totals	9,111	7,276	7,934	5,529	3,783	2,960	2,333	4,088	14,823	22,957	29,837	20,637	131,268
Maritime Provinces	568	286	463	262	290	302	280	192	638	1,513	887	672	6,253
Quebec	1,816	1,560	1,763	1,420	776	627	564	666	1,650	3,274	6,339	4,311	24,766
Ontario	3,110	3,046	3,237	2,270	1,399	1,163	919	1,841	6,212	9,312	10,724	7,878	51,111
Manitoba	2,293	1,397	1,392	774	644	423	323	617	4,080	5,760	7,129	4,581	29,413
Saskatchewan	445	310	386	264	194	135	47	158	974	1,294	1,867	1,239	7,313
Alberta	440	278	261	244	152	52	49	130	807	1,005	1,315	938	5,671
British Columbia	439	399	429	295	327	258	150	480	460	798	1,575	1,017	6,627
Yukon	.	.	.	3	.	1	.	1	1	2	1	1	1	14
Totals	9,111	7,276	7,934	5,529	3,783	2,960	2,333	4,088	14,823	22,957	29,837	20,637	131,268

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals

Nationality.	Sex.				Trade or Farmers, or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
African, South..	26	9	11	46	10	2	5	2	.....	....	8	5	4
Australian.....	168	72	82	322	40	9	8	38	6	5	47	11	18
Austrian, N.E.S.	796	261	267	1,324	318	89	150	368	41	48	74	32	28
Bohemian	38	29	43	110	8	3	4	9	4	8	11	6	10
Buckowinian ...	1,004	142	209	1,355	350	69	151	618	27	47	27	5	9
Croatian and Slovenian..	202	13	11	226	71	1	2	125	9	6	4	.....	.....
Dalmatian	16	.....	.....	16	4	.....	.....	11	.....	.....	.....	.....	.....
Galician.....	3,565	1,041	1,050	5,656	1,654	458	686	1,712	215	289	159	33	44
Hungarian, N.E.S.....	429	151	159	739	163	65	90	185	23	31	35	8	6
Magyar	237	39	48	324	31	.....	.....	194	26	37	4	1	.....
Ruthenian. ...	193	31	42	266	7	2	4	186	20	34	.....	.....	.....
Slovak	123	15	16	154	10	.....	.....	104	6	7	3	.....	1
Belgian.....	663	242	201	1,106	302	72	81	125	24	27	166	66	44
Bulgarian.....	69	2	.....	71	34	.....	.....	35	.....	.....	.....	.....	.....
Brazilian.. ...	2	.....	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....
Chinese.....	3	7	8	18	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch.....	236	83	70	389	131	30	42	55	6	2	38	13	20
French	917	441	290	1,648	443	154	167	113	20	30	132	67	33
German, N.E.S.	856	404	485	1,745	340	170	282	181	28	43	242	68	97
Alsace-Lorraine.	2	1	1	4	1	1	1	.....	.....	.....	1	.....	.....
Bavarian.....	21	1	.....	22	.....	.....	.....	8	1	.....	11	.....	.....
Prussian..	13	5	5	23	5	4	5	5	.....	.....	1	.....	.....
Saxon.....	2	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....
English	36,333	14,135	14,667	65,135	13,123	3,176	3,697	6,438	1,717	2,780	12,297	4,089	4,652
Welsh	539	159	99	797	196	38	24	67	15	16	189	37	39
Scotch.....	9,607	3,507	2,732	15,846	3,416	689	843	1,144	250	321	3,553	949	932
Irish	3,160	1,255	603	5,018	1,281	201	186	674	111	120	698	254	184
West Indian ...	109	49	13	171	8	1	1	41	.....	.....	37	7	3
Bermudian	8	2	1	11	.....	.....	.....	.....	.....	.....	5	1	.....
Jamaican	10	2	.....	12	.....	.....	.....	.....	.....	.....	1	.....	.....
Greek	216	13	25	254	24	1	2	167	3	9	8	1	.....
Hebrew, N.E.S.	336	218	177	731	26	5	6	35	22	25	227	148	111
" Russian.	2,364	1,728	1,964	6,056	222	124	218	433	206	297	1,540	957	1,088
" Polish...	27	7	10	44	2	1	1	2	.....	.....	21	4	9
" Austrian	108	74	78	260	12	5	6	18	8	12	72	35	46
" German.	17	8	11	36	5	1	1	1	.....	.....	10	6	10
Italian	7,218	417	324	7,959	844	45	44	5,946	217	220	264	29	18
Japanese	1,614	264	44	1,922	368	45	7	238	32	2	41	2	1
Newfoundland..	205	119	16	340	1	1	1	173	2	.....	16	4	4
New Zealand....	53	19	17	89	20	3	9	3	.....	.....	20	5	2
Portuguese.. ..	3	2	1	6	2	1	1	.....	.....	.....	.....	.....	.....
Poles, N.E.S ...	126	20	9	155	13	3	3	74	7	4	26	2	1
" Austrian .	98	29	29	156	15	7	8	73	9	9	7	4	4
" German..	22	4	3	29	6	1	2	14	1	1	1	.....	.....
" Russian..	273	64	48	385	71	15	17	128	13	18	64	14	13
Persian	6	1	.....	7	2	.....	.....	3	1	.....	1	.....	.....
Roumanian.....	244	73	79	396	37	12	29	161	13	17	38	24	27
Russian, N.E.S.	1,407	778	967	3,152	384	196	337	615	125	241	344	200	219
Finns	767	237	99	1,103	82	8	14	610	55	57	46	12	8
Doukhobors	77	53	74	204	75	50	73	1	.....	.....	1	.....	1
Spanish	9	3	.....	12	.....	1	.....	2	1	.....	2	.....	.....
Swiss.....	114	30	28	172	49	8	14	21	2	2	35	7	10
Servian	12	4	3	19	2	1	.....	9	1	2	.....	.....	.....
Danish	317	97	60	474	122	18	20	96	8	11	74	16	16
Icelandic.....	55	51	62	168	30	16	46	14	3	5	10	3	10

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V.

for Canada at Ocean Ports, for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	emale.	Children.								
2						2	4		2	1	9	8	23	2	3		
17	5	8	18	4	1	5	8	32	42	6	18	68	40	3	26	160	1
14	2	3	15	2	4	70	7	25	34	28	262	232	485	205	62	50	
			10	6	14	5		5	7	6	5	2	38		10	49	
			9			38		3	2	93	376	91	426	302	67		
	1						2	2	3	1	3	176	32	8	1	5	
			1									10	6				
2	5	9	35	2		318	3	10	22	133	752	444	3,452	568	277	30	
2	1	2	44	3	6	44		7	24	83	73	144	162	218	40	19	
1			6			5	1	7	11	62	14	137	33	34	28	16	
						6		3	4	9	72	73	95	3	11	3	
			5			5	1	4	8	2	2	56	3	14	43	34	
29	9	5	26	13	27	38	15	20	17	53	311	54	453	83	127	24	1
						2						69	2				
											2						
3	7	8								1	1					16	
9	5	2				21	3	8	4	2	40	34	235	35	39	4	
80	23	11	11	10	12	61	138	106	37	34	681	111	498	162	125	35	2
60	11	11	12	7	4	73	21	47	48	37	305	299	725	252	90	37	
											1	1	2				
1							1			1	1	9	4			7	
1			1					1		1	2	4	7	9			
							1				1	1					
2,201	856	610	899	273	454	2,955	1,375	1,069	2,474	2,898	9,598	31,647	12,915	3,327	2,744	1,999	7
35	5	2	45	5	11	46	7	13	7	40	99	267	220	64	51	55	1
785	265	184	534	88	140	968	175	298	312	802	2,186	6,417	3,959	923	914	643	2
347	94	46	55	11	9	498	105	86	58	172	838	2,339	1,158	168	232	111	
15	1	5				28	8	12	4	104	14	33	3	11	4	2	
2							1	1	1	10		1					
8						2	1			7	1	4					
12	2	5	2			5	3	1	9		147	93	6			8	
39	17	20	1	1		18	8	7	15	6	459	136	109	18	1	2	
136	128	213	4	2		208	29	103	148	184	2,942	1,658	1,153	88	9	22	
2						1		1		2	13	28	1				
5	7	8				14	1	5	6	1	151	76	22	10			
1	1									1	24	4	7				
29	8	6	116	8	2	76	19	34	34	604	3,183	3,436	132	6	180	418	
450	67	8	1			12	516	106	26		3	6				1,913	
9			2			51	4	61	11	332	3	5					
6			2			5	2	6	6	2	7	19	5		1	55	
1								1		3		1				2	
7			4		1	7	2	1		10	41	20	42	1	12	29	
2				1	3	5	1	3	5	7	35	36	53	3	21	1	
	1		1			1					4	14	10		1		
1			9			18		4		5	177	109	77	14		3	
											3	2	2				
5	3		1			16	2	5	6	24	175	63	40	89		5	
34	16	30	25	2	8	161	5	78	132	113	881	445	1,190	343	115	65	
3	1	1	26	8	12	148		5	7	24	76	835	43	21	32	72	
						3							195	9			
4	1						1				4	2	3			3	
7	2					2	2	9	2		62	41	28	4	34	3	
							1	2	1			8	1	2		8	
16	2	2	5	4	3	43	4	6	8	42	136	84	132	9	44	27	
	1		1			26		2	1		4	3	157		3	1	

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant Arrivals

Nationality.	Sex.				Trade or								
					Farmers, or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
Swedish	1,100	383	319	1,802	296	84	158	624	64	98	141	32	36
Norwegian	874	270	271	1,415	254	55	112	419	38	61	180	39	47
Turks	318	24	15	357	97	6	5	188	3	6	16	2	1
Armenians	70	7	5	82	9	1	1	39	1	..	10	2	2
Egyptians	18	..	..	18	3	..	..	10	..	..	1	..	..
Syrians	198	83	55	336	31	3	2	87	22	17	32	10	9
Arabians	17	2	..	19	3	..	..	12	..	..	..	..	..
U.S.A. Citizens	63	30	30	123	9	1	1	17	1	1	15	7	6
Negroes	36	5	1	42	..	..	..	19	..	1	15	..	..
India	377	8	2	387	9	1	2	44	..	..	17	1	..
Totals	78,106	27,223	25,939	131,268	25,072	5,953	7,569	22,736	3,407	4,967	21,038	7,224	7,823

SESSIONAL PAPER No. 25

V.—*Concluded.*

for Canada at Ocean Ports, for the Fiscal Year ending June 30, 1906—*Concluded.*

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.								
7	6	3	24	5	9	176	8	16	15	157	119	437	620	160	164	145	....
11	8	5	7	2	1	112	3	16	45	63	118	415	387	138	154	140	....
8	1	.....	.....	....	....	7	9	5	3	1	85	255	8	.....	.....	8	....
9	1	.....	.....	....	....	.....	3	2	2	2	26	53	.....	1	.....	.....	...
3	.....	.....	.....	....	....	.....	1	.....	.....	12	6	.....	....	.....	.....	.....	....
22	12	14	4	....	...	23	22	7	13	113	173	45	3	.....	1	1	....
2	.....	.....	.....	....	....	2	.....	.....	.....	4	14	1	.....	.....	.....	.....	...
9	3	5	1	2	...	5	12	11	17	22	16	33	10	5	4	33	...
2	.....	.....	.....	....	....	5	.....	.....	.....	33	1	8	.....	.....	....	.....	...
99	1	.....	.....	....	....	3	208	2	.....	.....	11	9	1	1	1	364	....
4,555	1,579	1,226	1,962	459	721	6,343	2,743	2,258	3,633	6,353	24,766	51,111	29,413	7,313	5,671	6,627	14

PORT OF HALIFAX.

For the fiscal year ending June 30, 1906, there arrived at the port of Halifax 34,154 passengers, of whom 5,545 travelled saloon and 28,609 steerage. Of the saloon passengers 5,476 were destined to Canada and 69 to the United States. Of the steerage passengers 25,988 were for Canada and 2,621 for the United States. Included in the steerage passengers for Canada were 2,125 returned Canadians and 338 tourists, leaving the immigration proper at 23,525 souls, an increase at this port over the previous fiscal year of 3,482 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Halifax for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian		1		1						1		1
Hungarian	2			2					2			2
Belgian		1		1						1		1
Brazilian			1	1							1	1
Dutch	1			1					1			1
French	13			13					13			13
German	4	1		5					4	1		5
English	361	130	25	516	3			3	364	130	25	519
Welsh	1			1					1			1
Scotch	56	7	4	67	2			2	58	7	4	69
Irish	12	4		16					12	4		16
West Indian	8	6	3	17					8	6	3	17
Bermudian	11	10	7	28					11	10	7	28
Italian					1			1	1			1
Newfoundland	40	51	13	104	4	20	4	28	44	71	17	132
New Zealand		1		1						1		1
Swedish	1	1		2	2			2	3	1		4
Syrian	6			6					6			6
U. S. Citizens	126	35	1	163	17	13	1	31	143	48	3	194
Canadians	1,694	1,336	79	3,109	1			1	1,695	1,336	79	3,110
Tourists	712	651	59	1,422	1			1	713	651	59	1,423
Totals	3,048	2,235	193	5,476	31	33	5	69	3,079	2,268	198	5,545

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Halifax for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	8	4	6	18					8	4	6	18
Australian	8	6	4	18					8	6	4	18
Austrian, N.E.S.	8	3	9	20	13	10	12	35	21	13	21	55
Bohemian	4	4	4	12		1		1	4	5	4	13
Buckowinian	10			10					10			10
Galician	21	10	16	47		1		1	21	11	16	48
Hungarian, N.E.S.	5			5	5	1	6	12	10	1	6	17
Belgian	88	30	25	143	18	8	8	34	106	38	33	177
Bulgarian	1			1					1			1
Dutch	44	23	13	80	3	5	6	14	47	28	19	94
French	127	59	38	224	3	4	3	10	130	63	41	234
German, N.E.S.	61	32	33	126	26	18	19	63	87	50	52	189
Bavarian	18			18					18			18
Prussian	1			1	1			1	2			2
Saxon	2			2					2			2
English	9,321	2,506	2,672	14,499	113	36	41	190	9,434	2,542	2,713	14,689
Welsh	118	29	18	165	3			3	121	29	18	168
Scotch	2,782	562	479	3,823	22	4		26	2,804	566	479	3,849
Irish	768	199	121	1,088	26	15		41	794	214	121	1,129
West Indian	67	18	9	94	2			2	69	18	9	96
Bermudian	6			6					6			6
Jamaican	7	2		9					7	2		9
Greek	13	3	2	18	2			2	15	3	2	20
Hebrew, N.E.S.	35	13	21	69	2	2	2	6	37	15	23	75
" Russian	385	356	452	1,193	14	10	7	31	399	366	459	1,224
" Polish	17	4	9	30					17	4	9	30
" Austrian	10	6	7	23					10	6	7	23
" German	3	2	1	6					3	2	1	6
Italian	227	3	6	236	21	12	14	47	248	15	20	283
Newfoundland	204	118	16	338	106	81	31	218	310	199	47	556
New Zealand	5	2		7					5	2		7
Portuguese	1	1	1	3					1	1	1	3
Poles, N.E.S.	7	5	3	15	9		1	10	16	5	4	25
" Austrian	3	1	2	6					3	1	2	6
" Russian	12	4	3	19	3	1	1	5	15	5	4	24
Persian	2			2					2			2
Roumanian	3	3	1	7	1			1	4	3	1	8
Russian, N.E.S.	69	46	60	175	162	110	141	413	231	156	201	588
Finns	166	51	20	237	397	135	61	593	563	186	81	830
Swiss	18	5	6	29	2			2	20	5	6	31
Danish	47	9	8	64	57	30	21	108	104	39	29	172
Icelandic	4	2	1	7		1	3	4	4	3	4	11
Swedish	241	36	24	301	93	39	29	161	334	75	53	462
Norwegian	127	28	27	182	375	101	48	524	502	129	75	706
Turks	4			4					4			4
Armenians	11			11					11			11
Egyptians	15			15					15			15
Syrians	27	9	11	47	3			3	30	9	11	50
Arabians	3			3					3			3
U.S.A. Citizens	10	10	4	24	41	10	5	56	51	20	9	80
Negroes	35	5	1	41	1			1	36	5	1	42
India	1	1	2	4					1	1	2	4
Total immigration	15,180	4,210	4,135	23,525	1,524	635	459	2,618	16,704	4,845	4,594	26,143
Returned Canadians	1,662	314	149	2,125					1,662	314	149	2,125
Tourists	240	60	38	338	1	1	1	3	241	61	39	341
Totals	17,082	4,584	4,322	25,988	1,525	636	460	2,621	18,607	5,220	4,782	28,609

TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Halifax for the Fiscal Year ending June 30, 1906.

Nationality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
African, South						1		8	8	1			18
Australian					1		1	2	6	6	2		18
Austrian, N.E.S.		1		1	12	1		2	1	1	1		20
Bohemian					2	1	2			2	5		12
Buckowinian										7	3		10
Galician					4	15	5	2	3	10	8		47
Hungarian, N.E.S.						3		1	1				5
Belgian	2		2	8	12	9	18	7	44	30	11		143
Bulgarian										1			1
Dutch					7	8	3	3	4	42	13		80
French				1	9	30	17	12	86	61	8		224
German, N.E.S		1		1	11	28	7	4	32	12	29	1	126
Bavarian								17	1				18
Prussian									1				1
Saxon							1		1				2
English	262	78	118	64	190	644	417	697	5,473	4,541	1,743	272	14,499
Welsh			1	2	11	9	6	4	56	53	14	9	165
Scotch	33	21	31	35	74	71	33	183	1,073	2,049	130	90	3,823
Irish	3	4	6	3	45	44	28	51	380	452	55	17	1,088
West Indian	19		4	8		1		1	3	4	18	36	94
Bermudian	3			2			1						6
Jamaican	7	1				1							9
Greek					7	3	2	1	4	1			18
Hebrew, N.E.S					3	11	25	10	7	5	7	1	69
" Russian	3				57	246	243	238	255	57	90	4	1,193
" Polish					1	9	9	3	2	1	5		30
" Austrian					5	2	12	4					23
" German							1		4		1		6
t alian		4	128		2	4	6	4	23	62	2	1	236
Newfoundland	16	42	39	37	39	11	12	14	37	25	39	27	338
New Zealand			2			1			1	3			7
Portuguese											3		3
Poles, N.E.S.					2	2	2	2		6	1		15
" Austrian					2			1	3				6
" Russian						3	5	5	1	2	3		19
Persian					2								
Roumanian						4			2	1			7
Russian, N.E.S	1	1			1	31	17	28	72	12	12		175
Finns	1				14	83	29	52	45	6	7		237
Swiss						4	1	4	14	6			29
Danish	2	1		1	2	9	1	6	12	18	12		64
Icelandic					1	4				1	1		7
Swedish		1			14	90	61	12	36	58	29		301
Norwegian				1	4	9	8	9	42	71	37	1	182
Turks					3			1					4
Armenians							2	2	5	2			11
Egyptians					6	8		1					15
Syrians		9	10		13	9		1	5				47
Arabians								1		2			3
U.S.A. Citizens	2				2		2	2		6	2	8	24
Negroes												41	41
India												4	4
Totals	354	164	341	164	558	1,409	977	1,395	7,743	7,617	2,291	512	23,525

TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Halifax for the Fiscal Year ending June 30, 1906.

—	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists	22	10	5	4	72	321	183	397	3,950	3,466	758	44	9,232
General labourers	16	40	142	33	151	305	169	202	859	791	439	72	3,219
Mechanics	48	17	33	24	139	434	419	532	2,179	2,318	709	66	6,918
Clerks	14	13	7	5	32	53	51	100	226	272	83	17	873
Miners	57	59	51	51	54	49	36	42	154	290	226	100	1,169
Female servants	22	14	31	33	56	110	53	83	223	283	52	29	989
Not classed	175	11	72	14	54	137	66	39	152	197	24	184	1,125
Totals	354	164	341	164	558	1,409	977	1,395	7,743	7,617	2,291	512	23,525
Maritime Provinces	349	156	334	159	205	208	141	99	311	705	533	448	3,648
Quebec	1	1	1	...	64	317	252	301	731	483	238	3	2,392
Ontario	3	6	5	3	203	572	420	589	3,409	3,710	949	44	9,913
Manitoba	1	....	....	....	46	202	111	255	2,165	1,820	417	15	5,032
Saskatchewan	..	....	....	....	13	63	17	60	558	463	72	...	1,246
Alberta	....	..	1	1	8	19	20	34	441	357	47	.....	928
British Columbia	....	1	....	1	19	28	16	57	127	79	35	2	365
Yukon	....	...	...	...	...	...	....	...	1	...	...	..	1
Totals	354	164	341	164	558	1,409	977	1,395	7,743	7,617	2,291	512	23,525

TABLE

NATIONALITY, Sex, Occupation and Destination of Immigrant arrivals for

Nationality.	Sex.				Trade or								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
African, South	8	4	6	18	5	2	3				1	1	3
Australian	8	6	4	18	3	2	3	2	2	1	2	2	
Austrian, N.E.S.	8	3	9	20	1			3	2	4	2		
Bohemian	4	4	4	12	1	1	3		1		1	1	1
Buckowinian	10			10	3			7					
Galician	21	10	16	47	7	7	8	9	1	6	5	1	2
Hungarian, N.E.S.	5			5				3			2		
Belgian	88	30	25	143	46	11	11	10	2	2	15	7	4
Bulgarian	1			1				1					
Dutch	44	23	13	80	35	12	7	1	1		8	3	6
French	127	59	38	224	81	30	30	20	2	2	13	10	1
German, N. E. S.	61	32	33	126	22	10	17	6	1	1	29	12	13
Bavarian	18			18				5			11		
Prussian	1			1									
Saxon	2			2	1								
English	9,321	2,506	2,672	14,499	4,434	829	984	1,050	211	338	2,982	651	684
Welsh	118	29	18	165	55	9	6	6	1	1	40	8	10
Scotch	2,782	562	479	3,823	1,231	169	205	174	25	43	892	112	88
Irish	768	199	121	1,088	409	68	65	111	14	23	145	23	18
West Indian	67	18	9	94	4	1	1	31			19	3	
Bermudian	6			6							3		
Jamaican	7	2		9							1		
Greek	13	3	2	18	1	1		10			1		
Hebrew, N.E.S	35	13	21	69	4			2	4	1	25	6	15
" Russian	385	356	452	1,193	41	29	59	39	27	58	283	216	271
" Polish	17	4	9	30	1						15	3	9
" Austrian	10	6	7	23				1			8	3	4
" German	3	2	1	6							3	2	1
Italian	227	3	6	236	9			200	3	6	4		
Newfoundland	204	118	16	338	1	1	1	173	2		15	3	4
New Zealand	5	2		7	2			1			2		
Portuguese	1	1	1	3	1	1	1						
Poles, N.E.S	7	5	3	15	2	2	3	1	1		3	1	
" Austrian	3	1	2	6	2							1	2
" Russian	12	4	3	19				3			8	2	3
Persian	2			2				1			1		
Roumanian	3	3	1	7	1						1	1	
Russian, N.E.S	69	46	60	175	24	12	23	20	5	5	23	19	19
Finns	166	51	20	237	7	1		145	16	16	6	2	2
Swiss	18	5	6	29	8	2	4	3			6	1	2
Danish	47	9	8	64	15	6	8	16			11		
Icelandic	4	2	1	7				3			1	1	1
Swedish	241	36	24	301	47	7	8	175	6	9	15	4	4
Norwegian	127	28	27	182	39	4	12	66	7	11	21	2	
Turks	4			4				2			1		
Armenians	11			11				11					
Egyptians	15			15	1			10			1		
Syrians	27	9	11	47	1			9	1	2	6	2	
Arabians	3			3				3					
U. S. A. Citizens	10	10	4	24	3	1		3			2		
Negroes	35	5	1	41				18		1	15		
India	1	1	2	4	1	1	2						
Totals	15,180	4,210	4,135	23,525	6,549	1,219	1,464	2,354	335	530	4,648	1,103	1,167

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V.

Canada at the Port of Halifax for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.								
....	....	....	....	....	....	1	2	.....	..	1	2	1	13	1	....	....	....
....	....	....	1	....	....	.....	.....	.....	.....	1	.....	11	6	.....	.....	.....	....
....	....	....	2	....	....	.....	.....	1	5	12	3	...	1	.....	....	4	..
....	....	....	2	....	....	.....	.....	1	.....	5	5	...	1	.....	....	1	....
....	....	....	....	....	....	.....	.....	....	.	9	....	...	1	.....	....	....	....
..	....	....	..	....	....	1	.....	.....	.....	7	5	3	28	.....	4	....	....
....	....	....	....	....	....	.....	.....	....	.....	5	.....	...	.....	.....	.....	.....	....
6	2	....	11	5	8	1	.....	2	.....	23	40	5	52	7	16	....	....
....	....	....	....	....	....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	....
....	....	....	....	....	....	7	....	....	.....	1	8	4	50	9	8	..	....
4	3	....	....	2	1	3	9	9	4	19	89	7	58	37	8	6	...
....	....	....	....	....	....	6	4	3	2	13	23	21	38	25	6	...	...
1	....	....	....	..	....	....	1	.....	.....	1	.....	7	3	.....	.....	7	..
1	....	....	....	....	....	.....	...	.....	.....	1	.....	.....	.....	.....	.....	.....	..
....	....	....	....	....	....	..	1	.....	.....	.....	1	1	.....	.....	.....	.....	....
333	82	60	346	105	178	512	176	116	428	1,808	1,026	7,046	2,946	829	617	227	....
5	....	....	12	1	1	9	.....	1	.....	21	7	55	49	17	12	3	1
131	22	10	331	36	59	174	23	24	74	624	272	1,432	1,068	193	167	67	....
58	7	1	27	1	1	76	18	10	13	92	83	527	281	44	46	15	..
11	1	5	..	....	....	7	2	6	3	68	3	10	1	8	4	...	....
2	....	....	....	....	....	..	1	.....	....	6	..	....	.....	.....	.....	...	....
6	....	....	....	....	..	2	..	....	.....	7	.....	2	.....	.....	.....	.....	....
1	1	2	....	....	....	1	....	.....	.....	.....	8	10	.....	.....	.....	.....	....
3	....	....	....	....	....	2	1	1	5	5	39	19	6	.....	.....	.....	....
15	15	33	....	....	....	45	7	24	31	71	574	328	198	20	....	2	....
1	....	....	....	....	....	..	..	1	....	1	7	22	...	.....	.....	.....	....
1	1	3	....	....	....	2	.....	.....	...	1	10	12	.....	.....	.....	.....	....
....	....	....	....	....	....	..	.....	.....	.....	...	6	..	....	.....	.....	.....	....
1	....	....	12	....	..	...	1	.....	.....	205	7	21	.....	.....	...	3	...
9	...	....	2	....	....	51	4	61	11	332	2	4	....	.....	.....	....	....
....	....	....	....	....	....	2	.....	.....	.....	2	.....	3	2	..	.....	....	....
....	....	....	....	....	....	....	....	.....	.....	3	.....	..	.....	..	.....	....	..
....	....	....	1	....	....	1	....	.....	.....	3	3	2	7	.....	.....	.....	....
1	....	....	....	....	....	.....	....	.....	...	....	1	5	.....	.....	.....	.....	....
....	....	....	1	....	....	2	.....	.....	..	2	14	.	3	.....	...	...	....
..	....	....	..	....	....	.....	.....	.....	.....	.....	.....	2	....	.....	.....	.....	....
1	1	....	....	....	....	1	....	....	1	.....	2	2	1	2	....	....	....
...	..	....	2	1	2	5	.....	4	11	14	64	13	61	23	..	....	....
....	....	....	8	1	2	31	.....	.....	.....	15	10	179	13	2	1	17	...
1	....	....	....	....	....	1	.....	1	.....	....	6	6	10	.....	7	....	....
1	....	....	3	1	.....	2	1	.....	.....	11	12	10	27	1	3	....	....
..	....	....	....	....	....	1	.....	.....	.....	.....	1	.....	6	.....	.....	.....	....
2	....	....	.	....	.....	18	2	1	3	130	24	64	46	10	20	7	....
1	....	....	..	....	.....	15	...	.....	4	36	20	47	52	16	8	3	...
1	....	....	....	....	....	.....	.....	.....	.....	...	1	3	.....	.....	.....	.....	....
....	....	....	....	....	....	.....	.....	.....	.....	1	1	9	.....	.....	.....	.....	....
2	....	....	....	....	....	.....	1	.....	.....	12	3	.....	.....	.....	.....	.....	....
8	3	6	....	....	....	3	3	.....	3	34	8	3	2	.....	.....	.....	....
....	....	....	....	....	....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	....
1	2	3	1	2	.....	2	.....	3	1	11	1	4	2	2	1	3	....
2	....	....	....	....	....	5	.....	.....	.....	33	.....	8	.....	.....	.....	.....	....
....	....	....	....	....	....	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	....
610	140	123	762	155	252	989	257	269	599	3,648	2,392	9,913	5,032	1,246	928	365	1

PORT OF ST. JOHN.

For the fiscal year ending June 30, 1906, there arrived at the port of St. John 20,398 passengers, of whom 782 travelled saloon and 19,616 steerage. Of the saloon passengers 765 were destined to Canada and 17 to the United States. Of the steerage passengers 16,410 were for Canada and 3,206 for the United States. Included in the steerage passengers for Canada were 805 returned Canadians and 269 tourists, leaving the immigration proper at 15,336 souls, an increase at this port over the previous fiscal year of 1,740 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of St. John for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian	2			2					2			2
Austrian					1			1	1			1
Bohemian	1			1					1			1
Belgian	7	1		8					7	1		8
French	2			2					2			2
German	3			3	1	1		2	4	1		5
English	186	79	22	287	1			1	187	79	22	288
Welsh	3			3					3			3
Scotch	69	14	5	88		1		1	69	15	5	89
Irish	7	2		9					7	2		9
West Indian	10	10	2	22					10	10	2	22
Bermudian	2	5		7					2	5		7
Newfoundland		1		1						1		1
Swiss	1			1					1			1
U. S. Citizens	2	6		8	7	5		12	9	11		20
India	2			2					2			2
Canadians	115	76	19	210					115	76	19	210
Tourists	47	45	19	111					47	45	19	111
Totals	459	239	67	765	10	7		17	469	246	67	782

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of St. John for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	1		2	3					1		2	3
Australian	7	1		8					7	1		8
Austrian, N.E.S	115	40	30	185	73	22	16	111	188	62	46	296
Bohemian	8	2	5	15	1	2	3	6	9	4	8	21
Buckowinian	279	32	41	352	1			1	280	32	41	353
Croatian	9			9					9			9
Dalmatian	6			6					6			6
Galician	1,309	276	192	1,777	129	30	15	174	1,438	306	207	1,951
Hungarian, N.E.S	132	23	20	175	128	38	15	181	260	61	35	356
Magyar	6			6	3	1		4	9	1		10
Slovak	8		1	9					8		1	9
Belgian	151	50	40	241	61	12	17	90	212	62	57	331
Bulgarian		2		2	2			2	2	2		4
Dutch	22	8	11	41	1	1		2	23	9	11	43
French	19	11	6	36	2	3	7	12	21	14	13	48
German, N.E.S	129	52	75	256	89	56	77	222	218	108	152	478
Bavarian	2	1		3					2	1		3
Prussian	5	1		6					5	1		6
Saxon					1			1	1			1
English	4,443	1,143	1,101	6,687	51	15	13	79	4,494	1,158	1,114	6,766
Welsh	85	17	23	125					85	17	23	125
Scotch	831	165	118	1,114	17	4	5	26	848	169	123	1,140
Irish	260	71	28	359	3	3		6	263	74	28	365
West Indian	29	24	3	56	2			2	31	24	3	58
Bermudian	2	1	1	4					2	1	1	4
Jamaican	2			2					2			2
Greek	4			4	35			35	39			39
Hebrew, N.E.S	81	52	37	170					81	52	37	170
" Russian	341	163	163	667	6	9	12	27	347	172	175	694
" Polish	2			2					2			2
" Austrian	2			2					2			2
" German		1		1						1		1
Italian	1,330	22	12	1,364	191	3	1	195	1,521	25	13	1,559
New Zealand	1	1		2					1	1		2
Poles, N.E.S	52	7		59					52	7		59
" Austrian	1	2	2	5					1	2	2	5
" German	1			1					1			1
" Russian	73	7	3	83	7			7	80	7	3	90
Roumanian, N.E.S	57	37	41	135	7	4	3	14	64	41	44	149
Russian, N.E.S	419	144	181	744	666	238	272	1,176	1,085	382	453	1,920
Finns	95	7	4	106	111	26	8	145	206	33	12	251
Spanish	1			1					1			1
Swiss	12	1		13	1			1	13	1		14
Danish	65	16	5	86	121	36	40	197	186	52	45	283
Swedish	101	28	33	162	118	33	18	169	219	61	51	331
Norwegian	116	19	24	159	202	52	24	278	318	71	48	437
Turks	7			7	9			9	16			16
Armenians	3	2	1	6					3	2	1	6
Syrians	30	23	21	74					30	23	21	74
Arabians	2			2					2			2
U. S. citizens	4			4	16	4	4	24	20	4	4	28
Total Immigration	10,660	2,452	2,224	15,336	2,054	592	550	3,196	12,714	3,044	2,774	18,532
Returned Canadians	633	113	59	805					633	113	59	805
Tourists	220	27	22	269	5	2	3	10	225	29	25	279
Totals	11,513	2,592	2,305	16,410	2,059	594	553	3,206	13,572	3,186	2,858	19,616

TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of St. John for the Fiscal year ending June 30, 1906.

Nationality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
African, South									3				3
Australian								1	5	2			8
Austrian, N.E.S.					6	3	7	7	47	115			185
Bohemian							5	1		9			15
Buckowinian					7	16	7	1	33	288			352
Croatian						1			7	1			9
Dalmatian									1	5			6
Galician					25	43	26	46	199	1,438			1,777
Hungarian, N.E.S.					15	25	18	16	62	39			175
Magyar										6			6
Slovak							2			7			9
Belgian					9	8	14	13	41	156			241
Bulgarian						2							2
Dutch						1	1	4	22	13			41
French					4	5	1	7	5	14			36
German, N.E.S.					8	19	2	13	72	142			256
Bavarian								1		2			3
Prussian									3	3			6
English		7			37	358	409	672	2,856	2,338	1	9	6,687
Welsh					1	14	13	3	75	19			125
Scotch			3		5	126	82	140	307	451			1,114
Irish					11	27	22	33	142	122		2	359
West Indian	5				4		3		3	2	3	36	56
Bermudian									1	1	1	1	4
Jamaican							1			1			2
Greek					2	1				1			4
Hebrew, N.E.S					42	27	37	23	17	24			170
" Russian					23	38	120	87	227	172			667
" Polish							2						2
" Austrian								1	1				2
" German							1						1
Italian					7	21	15	42	162	1,117			1,364
New Zealand								1		1			2
Poles, N.E.S.					1	5		2	7	44			59
" Austrian									1	4			5
" German									1				1
" Russian					4	4	7	8	40	20			83
Roumanian					25	41	1	3	22	43			135
Russian, N.E.S.					18	95	12	16	146	457			744
Finns						12	19	13	36	26			106
Spanish								1					1
Swiss								1	1	11			13
Danish					6	6	4	5	47	18			86
Swedish					2	24	11	11	64	50			162
Norwegian					1	7	11	12	71	57			159
Turks							1			6			7
Armenians								4	1	1			6
Syrians					20	8	28	8	10				74
Arabians								2					2
U. S. Citizens					1	1		2					4
Totals	5	7	3		284	938	882	1,200	4,738	7,226	5	48	15,336

TABLE IV.

MONTHLY arrivals of Immigrants for Canada, by Occupations and Destination, at the Port of St. John for the Fiscal Year ending June 30, 1906.

—	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists					82	272	251	330	2,190	2,515		1	5,641
General labourers		2			42	155	119	304	1,063	2,909		8	4,602
Mechanics	2		3		79	317	322	401	1,087	1,323	1	31	3,566
Clerks					21	63	53	60	140	172		1	515
Miners					6	9	15	25	82	60			197
Female servants	3	4			26	54	39	50	139	215	2	3	535
Not classed		1			28	68	78	30	37	32	2	4	280
Totals	5	7	3		284	938	882	1,200	4,738	7,226	5	48	15,336
Maritime provinces	2	6	3		45	77	127	59	306	711	3	39	1,378
Quebec	3				70	208	207	207	513	1,250	1	3	2,462
Ontario		1			55	355	290	552	1,595	1,824	1	4	4,677
Manitoba					81	159	173	227	1,626	2,430			4,696
Saskatchewan					17	71	27	67	352	538		2	1,074
Alberta					15	22	15	45	261	367			725
British Columbia					1	46	43	43	85	106			324
Yukon													
Totals	5	7	3		284	938	882	1,200	4,738	7,226	5	48	15,336

TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals

Nationality.	Sex.				Trade or								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
African, South	1		2	3	1		2						
Australian	7	1		8	3	1		1			2		
Austrian, N. E. S	115	40	30	185	48	19	24	54	9	5	9	3	
Bohemian	8	2	5	15	1			3	1	3	4	1	2
Buckowinian	279	32	41	352	107	20	36	160	6	5	12		
Croatian	9			9	5			2			2		
Dalmatian	6			6	4			1					
Galician	1,309	276	192	1,777	696	108	138	535	51	38	59	16	11
Hungarian, N. E. S	132	23	20	175	50	14	13	44		1	13	2	3
Magyar	6			6									
Slovak	8		1	9	3			4			1		1
Belgian	151	50	40	241	72	17	17	45	9	8	29	14	7
Bulgarian		2		2									
Dutch	22	8	11	41	11	5	11	4	1		6		
French	19	11	6	36	14	3	1	1			3	3	2
German, N. E. S	129	52	75	256	70	26	41	21	7	7	26	9	24
Bavarian	2	1		3				2	1				
Prussian	5	1		6	2	1		3					
English	4,443	1,143	1,101	6,687	1,933	384	425	860	167	247	1,397	270	309
Welsh	85	17	23	125	33	3	2	16	3	9	27	7	11
Scotch	831	165	118	1,114	422	54	77	88	9	6	234	30	27
Irish	260	71	28	359	124	16	12	49	10	8	56	13	6
West Indian	29	24	3	56	2			9			16	3	3
Bermudian	2	1	1	4							2		
Jamaican	2			2									
Greek	4			4	2			1					
Hebrew, N, E. S	81	52	37	170	8			7	3	5	62	41	31
" Russian	341	163	163	667	27	16	13	56	21	31	237	95	99
" Polish	2			2				1			1		
" Austrian	2			2	1						1		
" German		1		1									
Italian	1,330	22	12	1,364	17			1,266	13	10	30	2	2
New Zealand	1	1		2							1		
Poles, N. E. S	52	7		59	6			43	2		3		
" Austrian	1	2	2	5	1	2	2						
" German	1			1									
" Russian	73	7	3	83	28	3	1	35	1		10	2	2
Roumanian	57	37	41	135	13	5	11	19	4	6	19	15	21
Russian, N. E. S	419	144	181	744	103	39	68	244	26	58	65	47	40
Finns	95	7	4	106	32	1	1	46		2	6		
Spanish	1			1									
Swiss	12	1		13	8	1		3					
Danish	65	16	5	86	34			17	2	1	11		
Swedish	101	28	33	162	44	8	23	43	6	5	13	1	
Norwegian	116	19	24	159	34	2	4	70	5	8	10		
Turks	7			7				6					
Armenian	3	2	1	6	1						1	2	1
Syrian	30	23	21	74	9			8	9	5	9	4	5
Arabians	2			2	2								
U. S. Citizens	4			4				1			2		
Totals	10,660	2,452	2,224	15,336	3,971	748	922	3,768	366	468	2,379	580	607

SESSIONAL PAPER No. 25

V.

for Canada at the Port of St. John for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.						
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.							
															3	
			1							2	1	1	3			1
1			3			9			1	7	32	13	87	36	8	2
										1			7			7
						6				65	90	11	99	71	16	
										1	1		7			
			1										6			
1	2		18	1		94		4	5	105	214	158	1,071	119	93	17
			25			6		1	3	56	6	21	53	27	4	8
			6							6						
										1		6				2
1	1	2	3	1	4	6	1	2	2	6	41	6	142	26	18	2
						2							2			
1						2				1			37		3	
				1	3		1	4			6	1	14	1	12	2
8	1	2	4	1		6		2	1	8	19	17	143	58	8	3
												2	1			
												2	1	3		
195	52	60	36	5	6	198	22	67	54	474	445	2,926	1,907	412	353	170
5			3			3	1	1	1	13	4	26	51	11	7	13
67	4	3	17	3	2	50	3	15	3	34	90	402	334	130	92	32
27	4	1	2			24	2	4	1	21	36	124	114	22	37	5
1						18	1	3		32	8	13		3		
								1	1	3		1				
1							1				1	1				
1											1	3				
3	1	1				5	1	2			91	31	42	6		
18	8	13		2		17	3	4	7	48	407	122	77	12	1	
										1	1					
											1			1		
	1									1						
1			16			7				286	632	416	10	1	8	11
						1						2				
						4		1		5	6	9	26	1	12	
													5			
			1									1				
						1				1	18	40	20	4		
3			1			9	2	4	3	2	59	17	23	34		
1	3	7	6			25		4	8	90	208	101	249	64	19	13
			11			6			1	7	10	73	3	3		10
1													1			
1											3		2	3	5	
2	1		1	3	3	10			1	24	12	11	21	4	10	4
			1	1	5	12				5	9	45	76	6	9	12
2		1				9		3	11	3	5	57	62	15	7	10
1											1	6				
1											4	1		1		
1	1	2				5	3	4	9	66		8				
										2						
							1			1		3				
344	79	92	156	18	23	535	42	126	112	1,378	2,462	4,677	4,696	1,074	725	324

PORT OF QUEBEC.

For the fiscal year ending June 30, 1906, there arrived at the port of Quebec 97,495 passengers, of whom 5.496 travelled saloon and 91,999 steerage. Of the saloon passengers 5,218 were destined to Canada and 278 to the United States. Of the steerage passengers 78,525 were for Canada and 13,474 for the United States. Included in the steerage passengers for Canada were 5,726 returned Canadians and 1,359 tourists, leaving the immigration proper at 71,440 souls, an increase at this port over the previous fiscal year of 10,597 persons.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Quebec for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	1			1					1			1
Australian	3	5	1	9					3	5	1	9
Austrian	1			1					1			1
Belgian	4	3		7	1			1	5	3		8
Dutch	1			1	2			2	3			3
French	27	15		42					27	15		42
German	12	7	1	20		1	1	2	12	8	2	22
Bavarian	1			1					1			1
English	1,185	794	79	2,058	26	15	4	45	1,211	809	83	2,103
Welsh	5	1		6	2			2	7	1		8
Scotch	238	172	25	435	8	4		12	246	176	25	447
Irish	50	25	3	78	4	3		7	54	28	3	85
West Indian	1			1					1			1
Greek	1			1					1			1
Italian	4			4					4			4
New Zealand	1			1					1			1
Polish		1		1						1		1
Swiss	2	1		3					2	1		3
Swedish	3	1		4	1			1	4	1		5
Norwegian					1			1	1			1
Armenian	2			2					2			2
U. S. Citizens	21	23	2	46	82	72	13	167	103	95	15	213
Canadians	736	723	85	1,544		1		1	736	724	85	1,545
Tourists	484	419	49	952	20	15	2	37	504	434	51	989
Totals	2,783	2,190	245	5,218	147	111	20	278	2,930	2,301	265	5,496

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Quebec for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
African, South	15	5	3	23	2	1	3	6	17	6	6	29
Australian	38	13	8	59	5	3	....	8	43	16	8	67
Austrian, N.E.S.	201	90	105	396	110	59	39	208	311	149	144	604
Bohemian	23	20	34	77	4	7	7	18	27	27	41	95
Buckowinian	715	110	168	993	....	....	....	....	715	110	168	993
Croatian	3	1	2	6	1	....	....	1	4	1	2	7
Galician	2,219	748	838	3,805	43	22	28	93	2,262	770	866	3,898
Hungarian, N.E.S.	138	78	90	306	114	55	21	190	252	133	111	496
Slovak	4	1	1	6	....	....	....	....	4	1	1	6
Belgian	324	138	118	580	113	47	48	208	437	185	166	788
Bulgarian	3	....	....	3	4	....	....	4	7	....	....	7
Dutch	85	33	32	150	33	23	27	83	118	56	59	233
French	541	265	198	1,004	25	15	8	48	566	280	206	1,052
German, N.E.S.	471	237	292	1,000	221	181	167	569	692	418	459	1,569
Alsace-Lorraine	2	1	1	4	....	....	....	....	2	1	1	4
Bavarian	1	....	....	1	....	....	....	....	1	....	....	1
Prussian	7	4	5	16	3	5	7	15	10	9	12	31
English	19,454	9,524	9,623	38,601	603	413	265	1,281	20,057	9,937	9,888	39,882
Welsh	301	105	52	458	23	12	3	38	324	117	55	496
Scotch	5,302	2,600	2,042	9,944	185	122	76	383	5,487	2,722	2,118	10,327
Irish	1,837	898	425	3,160	129	106	47	282	1,966	1,004	472	3,442
West Indian	1	1	....	2	....	....	....	....	1	1	....	2
Bermudian	....	1	....	1	....	....	....	....	....	1	....	1
Greek	51	4	8	63	6	1	1	8	57	5	9	71
Hebrew, N.E.S.	189	147	110	446	16	20	21	57	205	167	131	503
" Russian	1,400	972	1,085	3,457	100	113	167	380	1,500	1,085	1,252	3,837
" Polish	8	3	1	12	....	1	1	2	8	4	2	14
" Austrian	87	62	69	218	1	3	4	8	88	65	73	226
" German	14	5	10	29	1	....	....	1	15	5	10	30
Italian	1,304	44	41	1,389	67	12	12	91	1,371	56	53	1,480
Japanese	1	....	1	2	....	....	....	....	1	....	1	2
Newfoundland	1	1	....	2	....	....	....	....	1	1	....	2
New Zealand	11	4	1	16	1	....	....	1	12	4	1	17
Portuguese	2	....	....	2	....	....	....	....	2	....	....	2
Poles, N.E.S.	29	7	4	40	47	18	19	84	76	25	23	124
" Austrian	20	12	14	46	....	1	2	3	20	13	16	49
" German	4	4	3	11	2	....	....	2	6	4	3	13
" Russian	154	48	40	242	12	5	2	19	166	53	42	261
Persian	4	1	....	5	....	....	....	....	4	1	....	5
Roumanian	44	26	33	103	14	7	6	27	58	33	39	130
Russian, N.E.S.	535	332	470	1,337	1,126	738	805	2,669	1,661	1,070	1,275	4,006
Finns	342	151	68	561	1,113	513	251	1,877	1,445	664	319	2,438
Doukhobors	77	53	74	204	....	....	....	....	77	53	74	204
Spanish	3	2	....	5	2	1	....	3	5	3	....	8
Swiss	55	15	21	91	10	6	2	18	65	21	23	109
Servian	1	1	....	2	1	....	....	1	2	1	....	3
Danish	148	52	36	236	186	89	46	321	334	141	82	557
Icelandic	50	49	61	160	2	1	1	4	52	50	62	164
Swedish	573	257	229	1,059	679	419	282	1,380	1,252	676	511	2,439
Norwegian	461	182	180	823	1,044	687	442	2,173	1,505	869	622	2,996
Turks	26	1	1	28	19	1	3	23	45	2	4	51
Armenians	50	5	4	59	7	1	3	11	57	6	7	70
Egyptians	3	....	....	3	....	....	....	....	3	....	....	3
Syrians	63	26	11	100	1	....	1	2	64	26	12	102
Arabians	12	2	....	14	....	....	....	....	12	2	....	14
U. S. A. Citizens	31	16	11	58	381	349	99	829	412	365	110	887
Negroes	1	....	....	1	....	....	....	....	1	....	....	1
India	15	6	....	21	5	1	....	6	20	7	....	27
Total immigration	37,454	17,363	16,623	71,440	6,461	4,058	2,916	13,435	43,915	21,421	19,539	84,875
Returned Canadians	3,401	1,745	580	5,726	....	....	....	....	3,401	1,745	580	5,726
Tourists	714	580	65	1,359	21	12	6	39	735	592	71	1,398
Totals	41,569	19,688	17,268	78,525	6,482	4,070	2,922	13,474	48,051	23,758	20,190	91,999

TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Quebec for the Fiscal Year ending June 30, 1906.

Nationality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
African, South	10	2	2	1						1	1	6	23
Australian	3	20	7	2	2					6	8	11	59
Austrian, N.E.S.	85	20	39	35	9						161	47	396
Bohemian	11	10		1	4						46	5	77
Buckowinian	49	11	6	9	16						683	219	993
Croatian											5	1	6
Galician	315	80	58	71	95						2,435	751	3,805
Hungarian, N.E.S.	61	12	6	9	27						117	74	306
Slovak			2									4	6
Belgian	72	39	61	54	72					8	166	108	580
Bulgarian											3		3
Dutch	24	8	4	9	8					6	31	70	150
French	133	86	102	86	52					2	319	224	1,004
German, N.E.S.	83	100	68	147	65					2	500	235	1,000
Alsace-Lorraine	3		1										4
Bavarian												1	1
Prussian	2	4	1								8	1	16
English	4,179	3,771	4,112	2,845	1,213					1,488	10,972	10,021	38,601
Welsh	68	52	41	30	21					1	155	90	458
Scotch	808	1,041	710	491	265					27	3,445	3,157	9,944
Irish	340	334	417	235	83					51	1,040	660	3,160
West Indian		1	1										2
Bermudian			1										1
Greek	8	4	8	5	5					1	5	27	63
Hebrew, N.E.S.	117	66	81	35	13					7	74	53	446
" Russian	490	433	507	282	150					61	639	895	3,457
" Polish		3	1	1						3	4		12
" Austrian	39	30	12	59	9					4	24	41	218
" German	6	12	3		1						7		29
Italian	74	62	54	101	33					1	825	239	1,389
Japanese	1			1									2
Newfoundland		1										1	2
New Zealand	2	3	2	1							4	4	16
Portuguese	1		1										2
Poles, N.E.S.	4	1	5		1						20	9	40
" Austrian	3	5	1	12							13	12	46
" German	4	1	3	2							1		11
" Russian	34	29	39	16	13					1	70	40	242
Persian	2	1									2		5
Roumanian	11	4	7	8	2						48	23	103
Russian, N.E.S.	369	119	108	106	62					9	290	274	1,337
Finns	97	54	81	73	35					7	64	150	561
Doukhobors	2		198		4								204
Spanish	1										2	2	5
Swiss	11	8	6	8	3					1	28	26	91
Servian											2		2
Danish	34	35	33	25	10					4	58	37	236
Icelandic	98		12	1	3						6	40	160
Swedish	181	92	143	105	35					2	277	224	1,059
Norwegian	114	65	92	47	39					6	292	168	823
Turks	4	2	2	12						2	2	4	28
Armenians	15	6	7	8	3					1	7	12	59
Egyptians	3												3
Syrians	11	35	27	12							1	14	100
Arabians	1	7		2	1							3	14
U.S.A. Citizens	9	4	10	5						1	5	24	58
Negroes			1										1
India	10		2	5	2						1	1	21
Totals	8,002	6,673	7,085	4,957	2,356	..	..	..	..	1,703	22,666	17,998	71,440

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TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Quebec for the Fiscal Year ending June 30, 1096.

—	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists	2,595	1,727	1,887	1,664	665					613	7,025	4,671	20,247
General labourers	1,218	883	983	847	351					274	5,583	4,267	14,406
Mechanics	2,341	2,128	2,408	1,606	792					605	6,714	5,635	22,229
Clerks	460	419	504	402	144					94	1,111	1,181	4,315
Miners	143	215	165	145	89					8	391	347	1,503
Female servants	508	391	517	402	185					69	1,107	994	4,173
Not classed	737	910	621	491	130					40	735	903	4,567
Totals	8,002	6,673	7,085	4,957	2,356					1,703	22,666	17,998	71,440
Maritime provinces	187	121	121	74	34					14	282	173	1,006
Quebec	1,688	1,505	1,708	1,346	546					394	5,067	3,837	16,091
Ontario	2,871	2,855	3,026	2,144	973					753	7,881	7,024	27,527
Manitoba	2,179	1,367	1,353	729	444					368	6,106	4,370	16,916
Saskatchewan	417	290	372	257	146					83	1,628	1,156	4,349
Alberta	411	268	236	235	110					63	1,149	892	3,364
British Columbia	249	267	268	172	102					28	552	545	2,183
Yukon			1		1						1	1	4
Totals	8,002	6,673	7,085	4,957	2,356					1,703	22,666	17,998	71,440

TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for

NATIONALITY.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
African, South	15	5	3	23	4			1			7	4	1
Australian	38	13	8	59	16	3	1	6	1	1	9	2	3
Austrian, N.E.S.	201	90	105	396	56	26	56	88	12	13	41	25	25
Bohemian	23	20	34	77	5	1	1	5	2	5	5	3	7
Buckowinian	715	110	168	993	240	49	115	451	21	42	15	5	9
Croatian	3	1	2	6	1	1	2	2					
Galician	2,219	748	838	3,805	950	342	539	1,156	159	242	95	16	31
Hungarian, N.E.S.	138	78	90	306	64	39	59	41	9	14	13	6	3
Slovak	4	1	1	6				1	1	1			
Belgian	324	138	118	580	149	38	50	38	11	10	100	41	32
Bulgarian	3			3				3					
Dutch	85	33	32	150	41	11	20	19	2	1	18	7	8
French	541	265	198	1,004	295	107	122	50	15	24	75	32	23
German, N.E.S.	471	237	292	1,000	209	120	195	91	12	19	126	41	51
Alsace-Lorraine	2	1	1	4	1	1	1				1		
Bavarian	1			1				1					
Prussian	7	4	5	16	3	3	5	2			1		
English	19,454	9,524	9,623	38,601	6,261	1,877	2,193	3,573	1,145	1,753	6,868	2,919	3,318
Welsh	301	105	52	458	99	26	16	34	10	6	113	19	16
Scotch	5,302	2,600	2,042	9,944	1,637	451	543	768	207	263	2,141	763	787
Irish	1,837	898	425	3,160	669	110	103	427	77	83	446	211	159
West Indian	1	1		2									
Bermudian		1		1								1	
Greek	51	4	8	63	5			37	1	2	1		
Hebrew, N.E.S.	189	147	110	446	14	5	6	20	15	19	127	100	65
" Russian	1,400	972	1,085	3,457	138	76	142	265	115	141	913	561	633
" Polish	8	3	1	12	1	1	1	1			5	1	
" Austrian	87	62	69	218	11	5	6	12	7	12	60	29	40
" German	14	5	10	29	5	1	1	1			7	4	9
Italian	1,304	44	41	1,389	30			1,174	28	33	63	2	2
Japanese	1		1	2				1					1
Newfoundland	1	1		2							1	1	
New Zealand	11	4	1	16	3						3	1	1
Portuguese	2			2	1								
Poles, N.E.S	29	7	4	40	4	1		16	3	2	5	1	1
" Austrian	20	12	14	46	8	5	6	8	3	3	4	3	2
" German	4	4	3	11	3	1	2	1	1	1			
" Russian	154	48	40	242	37	11	16	63	11	16	45	10	8
Persian	4	1		5	2			2	1				
Roumanian	44	26	33	103	10	7	18	18	4	7	16	8	6
Russian, N.E.S.	535	332	470	1,337	203	120	214	169	53	106	132	70	100
Finns	342	151	68	561	30	6	13	293	33	39	11	7	6
Doukhobors	77	53	74	204	75	50	73	1			1		1
Spanish	3	2		5		1		1			1		
Swiss	55	15	21	91	22	3	10	10	2	2	21	5	8
Servian	1	1		2	1	1							
Danish	148	52	36	236	58	10	9	40	6	10	39	14	15
Icelandic	50	49	61	160	30	16	46	10	3	5	9	2	9
Swedish	573	257	229	1,059	193	68	127	245	42	68	102	24	27
Norwegian	461	182	180	823	170	49	96	170	17	28	111	34	47
Turks	26	1	1	28	9			16		1	1	1	
Armenians	50	5	4	59	8	1	1	25	1		8		1
Egyptians	3			3	2								
Syrians	63	26	11	100	9	1	1	24	3	1	8	8	3
Arabians	12	2		14	1			9					
U.S.A. Citizens	31	16	11	58	5		1	7			7	7	6
Negroes	1			1				1					
India	15	6		21	3			3			1	1	
Totals	37,454	17,363	16,623	71,440	11,791	3,646	4,810	9,400	2,033	2,973	11,776	4,989	5,464

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V

Canada at the Port of Quebec for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.								
2						1	1		2		7	5	10	1			
3	3	2	3	1		2	1	1	1		10	24	12	2	4	7	
6	2	3	7	1	1	20	3	4	7	3	87	34	168	54	39	11	
			8	6	14	4		4	7				28		10	39	
			9			32		3	2	19	286	80	326	231	51		
											2			4			
1	3	9	17	1		221		6	17	21	526	273	2,346	446	180	13	
1	1	2	19	3	6	18		2	6	18	53	24	52	119	32	8	
			3								2		1			3	
14	5	2	11	7	15	27	12	9	9	23	213	25	188	39	79	13	
												3					
6	4	1				5	1	4	2		28	19	60	15	26	2	
44	11	9	5	4	4	38	72	58	16	5	403	54	341	119	65	16	1
30	9	8	6	5	4	41	9	9	15	16	188	130	430	146	73	17	
											1	1	2				
											1						
			1					1			2	2	6	6			
1,324	651	458	427	151	256	2,068	1,001	713	1,645	551	7,326	18,669	7,178	1,952	1,634	1,289	2
24	5	2	26	4	10	33	5	8	2	6	82	161	115	30	30	34	
475	219	150	166	46	79	710	115	204	220	132	1,718	4,092	2,352	582	612	455	1
212	76	43	19	7	7	368	64	49	30	52	685	1,456	682	92	127	66	
							1	1				1	1				
										1							
7	1	3				2	1		3		46	15	2				
23	15	16			1	10	5	1	4	1	302	73	58	12			
67	80	131	4			119	13	21	38	62	1,688	926	734	33	5	9	
1						1					5	6	1				
3	6	5				12	1	3	6		134	53	22	9			
1											18	4	7				
5	1	3	27	2	2	7	5	4	1	40	1,124	169	19		15	22	
											2						
											1	1					
3			1			2	1	1			5	7	2		1	1	
1												1				1	
1			3		1	2				1	20	5	3			2	
				1	3					4	10	2	22	3	5		
	1					1					4		6		1		
1			8			13		3		2	134	42	52	9		3	
											3		2				
	2					4		1	2		47	3	8	44		1	
11	7	17	16	1	6	65	4	16	27	7	402	97	575	149	84	23	
1			7	7	10	97		1		2	46	421	21	16	27	28	
						3							195	9			
1	1										2	1	2				
2						1		2	1		35	26	9		18	3	
														2			
8	1	2	1			20	2	1		3	101	38	60	4	9	21	
	1					25		2	1		3	3	151		3		
5	5	3	22	4	4	111	6	3		14	76	248	415	127	113	66	
4	2		6	2	1	76		2	8	10	89	243	242	93	118	28	
											16	11	1				
7	1						2	2	2	1	21	37					
1											3						
8	7	6	3			6	11	1		4	85	11					
2						2					13	1					
5	1					3	7	5	4	8	15	25	8		2		
											1						
8	1					3		1			11	5	1	1	1	2	
2,318	1,122	875	826	254	423	4,173	1,343	1,146	2,078	1,006	16,091	27,527	16,916	4,349	3,364	2,183	4

PORT OF VANCOUVER.

For the fiscal year ending June 30, 1906, there arrived at the port of Vancouver 8,333 passengers, of whom 1,533 travelled saloon and 6,800 steerage. Of the saloon passengers 1,171 were destined to Canada and 362 to the United States. Of the steerage passengers 4,749 were for Canada and 2,051 for the United States. Included in the steerage passengers for Canada were 1,628 returned Canadians and 1,080 tourists, leaving the immigration proper at 2,041 souls.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Vancouver for the Fiscal Year ending June 30, 1906.

Nationality.	Canada.				United States.				Canada and United States.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian	39	25	6	70	10	12	1	23	49	37	7	93
Austrian		1		1						1		1
Belgian	5			5					5			5
Chinese	1	1	1	3	1			1	2	1	1	4
Dutch	2	2	1	5					2	2	1	5
French	17	3		20	2	3		5	19	6		25
German	27	4		31	7	2		9	34	6		40
English	311	170	42	523	18	11		29	329	181	42	552
Welsh	2			2					2			2
Scotch	63	33	1	97	2	1		3	65	34	1	100
Irish	18	4		22	1			1	19	4		23
West Indian	1			1					1			1
Greek	1			1					1			1
Italian	1			1					1			1
Japanese	9	3	2	14	16	7		23	25	10	2	37
New Zealand	23	13	2	38	1	2	1	4	24	15	3	42
Portuguese	1	1		2					1	1		2
Russian	6	3	2	11	4	1		5	10	4	2	16
Spanish	3			3					3			3
Swiss	2	1		3	1			1	3	1		4
Danish	2			2					2			2
Swedish					1	1	1	3	1	1	1	3
U. S. Citizens	8	13	3	24	97	72	16	185	105	85	19	209
India	1			1	1	1		2	2	1		3
Canadians	39	25	8	72					39	25	8	72
Tourists	123	89	7	219	48	20		68	171	109	7	287
Totals	705	391	75	1,171	210	133	19	362	915	524	94	1,533

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Vancouver for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian	84	44	64	192	45	51	60	156	129	95	124	348
Austrian	4			4	1			1	5			5
Belgian					1			1	1			1
Chinese	1	2	2	5					1	2	2	5
Dutch	1			1	3	1		4	4	1		5
French					2	2		4	2	2		4
German	4	1		5	11	5		16	15	6		21
English	51	20	9	80	29	10	2	41	80	30	11	121
Welsh	2			2	1			1	3			3
Scotch	22	6	3	31	7	2		9	29	8	3	40
Irish	6	5		11	5	6		11	11	11		22
Hebrew	1			1					1			1
Italian					4	1		5	4	1		5
Japanese	1,058	176	29	1,263	693	133	17	843	1,751	309	46	2,106
New Zealand	31	11	16	58	12	9	3	24	43	20	19	82
Portuguese		1		1	1			1	1	1		2
Roumanian					1			1	1			1
Russian, N.E.S	3	1	2	6					3	1	2	6
Finns					2	1		3	2	1		3
Icelandic	1			1					1			1
Swedish	4	1	3	8	4			4	8	1	3	12
Norwegian	2			2	2			2	4			4
Turks	6			6	1			1	7			7
Syrians	1			1	2	1		3	3	1		4
U. S. Citizens	11	3	12	26	75	50	19	144	86	53	31	170
India	336	1		337	7			7	343	1		344
Total Immigration	1,629	272	140	2,041	909	272	101	1,282	2,538	544	241	3,323
Returned Canadians	1,548	53	27	1,628					1,548	53	27	1,628
Tourists	918	113	49	1,080	691	45	33	769	1,609	158	82	1,849
Totals	4,095	438	216	4,749	1,600	317	134	2,051	5,695	755	350	6,800

TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Vancouver for the Fiscal Year ending June 30, 1906.

Nationality.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	Totals.
Australian	34	20	16	5	3	13	6	3	31	2	40	19	192
Austrian										2	2		4
Chinese							3				1	1	5
Dutch	1												1
German			1				2	1				1	5
English	20	7	5	9	2	4	9	1	9	2	1	11	80
Welsh				1					1				2
Scotch	12	1		4			3		1	4	4	2	31
Irish				1					3		2	5	11
Hebrew					1								1
Japanese	65	54	81	27	78	75	4	138	43	91	455	152	1,263
New Zealand	10	6	1	3	8	2	4		6	1	17		58
Portuguese	1												1
Russian	4							2					6
Icelandic		1											1
Swedish		1				1	6						8
Norwegian				1							1		2
Turks		6											6
Syrian		1											1
U. S. Citizens	17	2	1	1	1						4		26
India	12	2	14	4	40	15	10	31	10	80	88	31	337
Totals	176	101	119	56	133	110	47	176	104	182	615	222	2,041

TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Vancouver for the Fiscal Year ending June 30, 1906.

—	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists	28	42	14	4	15	27	2	34	8	23	160	37	394
General labourers	27	3	24	8	3	12	4	9	14	2	16	74	196
Mechanics	19	7	5	9	2	5	7	7	17	1	21	37	137
Clerks	40	19	37	4	36	29	4	55	17	110	103	30	484
Miners	4	....	1	4	....	1	2	1	19	1	4	1	38
Female servants	....	....	....	....	....	....	....	....	....	....	12	....	12
Not classed	58	30	38	27	77	36	28	70	29	45	299	43	780
Totals	176	101	119	56	133	110	47	176	104	182	615	222	2,041
Maritime Provinces	....	....	....	....	....	....	....	....	....	....	1	....	1
Quebec	1	....	....	....	....	1	....	....	....	....	3	....	5
Ontario	2	1	1	3	2	....	....	....	....	....	12	3	24
Manitoba	7	4	....	....	....	5	....	....	1	....	3	....	20
Saskatchewan	1	....	....	....	....	....	....	....	2	....	....	3	6
Alberta	3	2	3	1	1	....	....	....	5	1	16	....	32
British Columbia	162	94	115	52	130	104	47	176	95	181	580	216	1,952
Yukon	....	....	....	....	....	....	....	....	1	....	....	....	1
Totals	176	101	119	56	133	110	47	176	104	182	615	222	2,041

TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals

Nationality.	Sex.				Trade or								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
Australian	84	44	64	192	13	3	4	16	1	2	26	6	10
Austrian	4			4							2		
Chinese	1	2	2	5									
Dutch	1			1	1								
German	4	1		5		1		1			3		
English	51	20	9	80	10	4	2	6	1	1	14	4	
Welsh	2			2									
Scotch	22	6	3	31	9	1	2				5	2	1
Irish	6	5		11				1	1		2	1	
Hebrew	1			1									
Japanese	1,058	176	29	1,263	273	38	6	105	13		15	1	
New Zealand	31	11	16	58	14	3	9	2			12	3	1
Portuguese		1		1									
Russian	3	1	2	6							2		
Icelandic	1			1				1					
Swedish	4	1	3	8				1			3	1	3
Norwegian	2			2				1			1		
Turks	6			6									
Syrian	1			1									
U. S. Citizens	11	3	12	26	1			2			3		
India	336	1		337				41			16		
Totals	1,629	272	140	2,041	321	50	23	177	16	3	104	18	15

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V.

for Canada at the Port of Vancouver for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.								
11	2	6	12	3	1	1	6	28	41	1	1	7	15	1	22	144	1
1	....	.....	1	....	.....	....	.. ..	....	...	....	....	1	....	....	..	3	....
1	2	2	... ..	.....	.....	.....	.....	....	...	...	1	..	...	....	....	4	....
....	....	.....	.....	.. ..	.. .	....	...	...	....	....	.. .	...	....	....	....	1	....
.....	.....	.. ..	.. ..	..	.....	.....	.....	.. .	..	...	....	...	....	....	....	5	....
5	2	.....	8	2	1	... ..	8	7	5	....	..	3	....	4	5	68	...
.....	.....	... ..	2	...	.....	.....	.....	.. .	.. .	....	....	....	.. .	.	....	2	....
4	1	....	3	1	.....	.....	1	1	....	....	....	....	4	1	3	23	....
. ...	.....	... .	3	1	...	.....	.....	2	....	....	...	1	....	....	....	10	. ..
1	....	.. .	.....	.....	.....	.....	.....	.....	.....	....	....	.	....	....	1	.....	...
301	38	4	....	... .	.....	11	364	75	19	...	1	6	...	....	....	1,256	...
2	.....	... .	.....	.....	. ..	....	1	5	6	..	2	5	1	....	...	50	...
....	. .	.....	.....	.....	.....	.....	.....	1	....	....	....	....	....	....	....	1	....
1	1	2	...	. .	.....	.....	.....	....	....	....	....	....	....	....	....	6	....
.....	. .	.... .	.....	....	.....	.....	.....	...	...	....	....	....	....	....	....	1	....
.....	.....	.. .	.....	.....	....	..	.....	...	...	....	....	....	....	....	....	8	....
.....	....	.....	.....	.....	...	. ...	.....	....	....	....	...	....	....	....	....	2	....
.....	.....	.....	...	. ..	..	.....	6	...	...	....	...	....	....	...	..	6	....
1	.....	.....	.....	...	.....	.....	.....	.....	.....	....	...	....	....	....	.	1	....
3	.....	2	.. ..	.. .	... ..	...	2	3	10	....	....	1	....	....	1	24	...
91	. ...	.....	.....	.....	.....	.....	188	1	...	....	....	....	.	.....	.....	337	....
422	46	16	29	7	2	12	576	123	81	1	5	24	20	6	32	1,952	1

PORT OF VICTORIA.

For the fiscal year ending June 30, 1906, there arrived at the port of Victoria 2,021 passengers, of whom 126 travelled saloon and 1,895 steerage. Of the saloon passengers 95 were destined to Canada and 31 to the United States. Of the steerage passengers 1,412 were for Canada and 483 for the United States. Included in the steerage passengers for Canada were 518 returned Canadians and 77 tourists, leaving the immigration proper at 817 souls.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants for Canada, and Tables IV. and V. give summaries of the information obtained from immigrants, for Canada, upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers arriving at the Port of Victoria for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian		1	1	2						1	1	2
Austrian					2	1		3	2	1		3
French						1		1		1		1
German	6			6					6			6
English	40	11	1	52	2			2	42	11	1	54
Scotch	4	4	1	9					4	4	1	9
Irish	3			3					3			3
Japanese	2	1		3	1			1	3	1		4
New Zealand	1	1		2					1	1		2
U. S. Citizens	7	8	1	16	13	4	2	19	20	12	3	35
Tourists	1	1		2	4	1		5	5	2		7
Totals	64	27	4	95	22	7	2	31	86	34	6	126

TABLE II.

NATIONALITY and Sex of Steerage Passengers arriving at the Port of Victoria for the Fiscal Year ending June 30, 1906.

Nationality.	CANADA.				UNITED STATES.				CANADA AND UNITED STATES.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
Australian	3	3		6	20	12	5	37	23	15	5	43
Austrian	2			2					2			2
Chinese	1	5	6	12					1	5	6	12
Dutch					1			1	1			1
French	1			1	2			2	3			3
German	5			5	11	4	4	19	16	4	4	24
English	14	3	3	20	15	5		20	29	8	3	40
Welsh					1			1	1			1
Scotch	5	1	3	9	13			13	18	1	3	22
Irish	1			1	5	2		7	6	2		8
Greek	3			3					3			3
Italian	1			1					1			1
Japanese	554	88	14	656	190	29	7	226	744	117	21	882
New Zealand	4			4	7	2	2	11	11	2	2	15
Poles	27			27					27			27
Russian, N.E.S.	7			7					7			7
Finns	2			2	1	1		2	3	1		4
Danish					2	1		3	2	1		3
Swedish	3			3	5	2	5	12	8	2	5	15
Norwegian	27			27	28	1		29	55	1		56
U. S. Citizens	6			6	42	15	14	71	48	15	14	77
India	25			25	1			1	26			26
Total Immigration	691	100	26	817	344	74	37	455	1,035	174	63	1,272
Returned Canadians	491	13	14	518					491	13	14	518
Tourists	46	19	12	77	20	7	1	28	66	26	13	105
Totals	1,228	132	52	1,412	364	81	38	483	1,592	213	90	1,895

TABLE III.

MONTHLY arrivals of Immigrants for Canada by Nationalities at the Port of Victoria for the Fiscal Year ending June 30, 1906.

Nationality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Australian		1								1	4		6
Austrian					1						1		2
Chinese							7		3		2		12
French					1								1
German						2					3		5
English			1		3	2		3		4	2	5	20
Scotch					2					6	1		9
Irish										1			1
Greek					1				1		1		3
Italian								1					1
Japanese			14	10	17	7		41	63	135	230	139	656
New Zealand						1			1	1		1	4
Poles					26						1		27
Russian, N.E.S.								1			4	2	7
Finns											2		2
Swedish					1						2		3
Norwegian						27							27
U.S. Citizens					5						1		6
India				5	1			19					25
Totals		1	15	15	58	39	7	65	68	148	254	147	817

TABLE IV.

MONTHLY arrivals of Immigrants for Canada by Occupations and Destination at the Port of Victoria for the Fiscal Year ending June 30, 1906.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists		1	4	7	1	1		8	6	36	14	34	112
General labourers			2	2	24	19		9	15	37	78	8	194
Mechanics					17	12		1	7	9	16	8	70
Clerks			6	2	6	4	7	12	27	42	57	47	210
Miners										3	1	1	5
Female servants											1		1
Not classed			3	4	10	3		35	13	21	87	49	225
Totals		1	15	15	58	39	7	65	68	148	254	147	817
Maritime Provinces													
Quebec						1							1
Ontario													
Manitoba											1		1
Saskatchewan													
Alberta													
British Columbia		1	15	15	58	38	7	65	68	148	253	147	815
Yukon													
Totals		1	15	15	58	39	7	65	68	148	254	147	817

TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada, at

Nationality.	Sex.				Trade or								
					Farmers or farm labourers class.			General labourers.			Mechanics.		
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
Australian	3	3		6	1			1					
Austrian	2			2				1			1		
Chinese	1	5	6	12									
French	1			1							1		
German	5			5	1						2		
English	14	3	3	20				4			3		3
Scotch	5	1	3	9							1		
Irish	1			1							1		
Greek	3			3				2			1		
Italian	1			1				1					
Japanese	554	88	14	656	95	7	1	132	19	2	26	1	
New Zealand	4			4	1						1		
Poles	27			27	1			6			14		
Russian, N.E.S	7			7				4			3		
Finns	2			2				2					
Swedish	3			3				3					
Norwegian	27			27				14			11		
U. S. Citizens	6			6				3			1		
India	25			25	5								
Totals	691	100	26	817	104	7	1	173	19	2	66	1	3

V.

the Port of Victoria for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female servants.	Not classified.										
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.	Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
			1					3					1			5	
																2	
1	5	6														12	
																1	
2											1					4	
1			2				4	3								20	
2	1	3					2									9	
																1	
																3	
																1	
149	29	4	1			1	151	31	7							656	
1			1													4	
6																27	
																7	
																2	
																3	
							2									27	
							2									6	
							20									25	
162	35	13	5			1	181	37	7		1		1			815	

UNITED STATES PORTS.

For the fiscal year ending June 30, 1906, there arrived in Canada, via ports in the United States, 18,792 passengers, of whom 571 travelled saloon and 18,221 steerage. Included in the steerage passengers were 111 returned Canadians and 1 tourist, leaving the immigration proper at 18,109 souls.

Table I. deals with the total arrivals of saloon passengers, Table II. with the total arrivals of steerage passengers, Table III. with the monthly arrivals of immigrants, and Tables IV. and V. give summaries of the information obtained from immigrants upon arrival.

TABLE I.

NATIONALITY and Sex of Saloon Passengers, for Canada, via Ports in the United States for the Fiscal Year ending June 30, 1906.

Nationality.	Canada.			
	Male.	Female.	Children.	Total.
Belgian	5	3	2	10
French	1	1	.....	2
German	2	1	.....	3
English	95	74	10	179
Welsh	.....	1	.....	1
Scotch	24	13	2	39
Irish	6	5	4	15
West Indian	2	1	2	5
Jamaican	4	.....	.....	4
Hebrew	1	.....	.....	1
Italian	2	2	.....	4
Japanese	1	.....	.....	1
Newfoundland	6	4	8	18
Swiss	.....	1	.....	1
Swedish	2	.....	.....	2
Norwegian	1	.....	.....	1
Negro	1	.....	.....	1
Canadian	139	123	22	284
Totals	292	229	50	571

TABLE II.

NATIONALITY and Sex of Steerage Passengers, for Canada, via Ports in the United States for the Fiscal Year ending June 30, 1906.

NATIONALITY.	CANADA.			
	Male.	Female.	Children.	Total.
African, South	2			2
Australian	28	5	6	39
Austrian, N.E.S.	466	128	123	717
Bohemian	3	3		6
Croatian and Slovenian	190	12	9	211
Dalmatian	10			10
Galician	16	7	4	27
Hungarian N.E.S	154	50	49	253
Magyar	231	39	48	318
Ruthenian	193	31	42	266
Slovak	111	14	14	139
Belgian	100	24	18	142
Bulgarian	65			65
Brazilian	2			2
Chinese	1			1
Dutch	84	19	14	117
French	229	106	48	383
German	186	82	85	353
English	3,050	939	1,259	5,248
Welsh	33	8	6	47
Scotch	665	173	87	925
Irish	288	82	29	399
West Indian	12	6	1	19
Jamaican	1			1
Greek	145	6	15	166
Hebrew, N.E.S	30	6	9	45
" Russian	238	237	264	739
" Austrian	9	6	2	17
Italian	4,356	348	265	4,969
Japanese	1			1
New Zealand	1	1		2
Poles, N.E.S	11	1	2	14
" Austrian	74	14	11	99
" German	17			17
" Russian	34	5	2	41
Roumanian	140	7	4	151
Russian, N.E.S	374	255	254	883
Finns	162	28	7	197
Spanish	5	1		6
Swiss	29	9	1	39
Servian	11	3	3	17
Danish	57	20	11	88
Swedish	178	61	30	269
Norwegian	141	41	40	222
Turks	275	23	14	312
Armenians	6			6
Syrians	77	25	12	114
U.S.A. Citizens	1	1	3	5
Total Immigration	12,492	2,826	2,791	18,109
Returned Canadians	67	37	7	111
Tourists	1			1
Totals	12,560	2,863	2,798	18,221

TABLE III.

MONTHLY arrivals of Immigrants, for Canada, via Ports in the United States for the Fiscal Year ending June 30, 1906.

NATIONALITY.	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May.	June.	Totals.
African, South			1				1						2
Australian		7	1					2	22	2	2	3	39
Austrian, N.E.S.	25	1		23	3	4	4	5	7	40	409	196	717
Bohemian		2					2			2			6
Croatian and Slovenian	2	12	6	18		17	5	22	32	65	17	15	211
Dalmatian	4					4				2			10
Galician			3					4	1	10		9	27
Hungarian, N.E.S.	55	26	1	5	1	5	1	1	37	18	83	20	253
Magyar	1	2	13	29	5	37	39	68	42	50		32	318
Ruthenian	14	12	1	5	6	7	6	27	9	175		4	266
Slovak		2	1	8		12	7	23	27	45		14	139
Belgians	5		5		2	3	2	9	29	63	21	3	142
Bulgarian	8		2	2	4			6	5	36	2		65
Brazilian												2	2
Chinese												1	1
Dutch		2		1	3			6	6	83	14	2	117
French	30	6	30	27	6	22	11	23	41	121	27	39	383
German	20	18	23	4	5	9	6	45	36	87	78	22	353
English	63	81	72	31	74	75	96	187	837	2,459	1,158	115	5,248
Welsh	4		2					1	13	23	4		47
Scotch	20	8	11	5	10	17	50	60	110	438	138	58	925
Irish	10	20	15	10	7	5	11	26	37	134	86	38	399
West Indian	1	2	2	1						1	12		19
Jamaican												1	1
Greek	7	6	7	9	1	6		2	7	61	28	32	166
Hebrew, N.E.S.			2		2	2	3		15	21			45
" Russian	7	17	8	5	8	26	34	37	189	339		69	739
" Austrian			4	1		1		9	2				17
Italian	180	56	86	84	103	94	75	566	502	1,271	1,206	746	4,969
Japanese	1												1
New Zealand				2									2
Poles, N.E.S.	1								7	3	2	1	14
" Austrian	6	3		1	3	7	1	7	5	54		12	99
" German						4	3	9		1			17
" Russian			1	4		3			9	18		6	41
Roumanian		6	18			8	10	6	12	84	5	2	151
Russian, N.E.S.	28	10	7	16	59	29	8	57	47	141	400	81	883
Finns	4	4	6	1	3	8	15	13	10	47	65	21	197
Spanish	2	3									1		6
Swiss		1	3	2	5		1	4	4	3	16		39
Servian		1	1	1		1	11			2			17
Danish	3	3	3	3	1	1		6	31	14	8	15	88
Swedish	33	4	6	9	19	3	2	3	21	61	86	22	269
Norwegian	25	2	21	8	10	6	11	3	9	42	62	23	222
Turks	9	8	3	3	38	26	4	13	9	53	66	80	312
Armenians		1	1	1	2			1					6
Syrians	4	4	5	18	14	22	1	1		9	10	26	114
U.S.A. Citizens	2									3			5
Totals	574	330	371	337	394	464	420	1,252	2,170	6,081	4,006	1,710	18,109

TABLE IV.

MONTHLY arrivals of Immigrants, for Canada, by Occupations and Destination, via Ports in the United States for the Fiscal Year ending June 30, 1906.

—	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Totals.
Agriculturists	138	40	56	59	64	55	42	165	209	641	1,111	388	2,968
General labourers	246	117	127	126	155	205	188	723	1,046	3,190	1,491	879	8,493
Mechanics	60	44	39	36	70	79	83	164	471	1,250	721	148	3,165
Clerks	21	28	38	17	19	36	47	61	102	370	173	51	963
Miners	4	2	11	15	7	4	1	17	34	72	48	15	230
Female servants	34	26	20	16	24	12	12	35	73	167	169	45	633
Not classed	71	73	80	68	55	73	47	87	235	391	293	184	1,657
Totals	574	330	371	337	394	464	420	1,252	2,170	6,081	4,006	1,710	18,109
Maritime Provinces	30	3	5	29	6	17	12	34	21	83	68	12	320
Quebec	123	54	54	74	96	100	105	158	406	1,147	1,030	468	3,815
Ontario	234	183	205	120	166	236	209	700	1,208	3,025	1,881	803	8,970
Manitoba	106	26	39	45	73	57	39	135	288	1,142	602	196	2,748
Saskatchewan	27	20	14	7	18	1	3	31	62	210	167	78	638
Alberta	26	8	21	7	18	11	14	51	100	217	103	46	622
British Columbia	28	36	31	55	17	42	37	139	85	256	155	107	988
Yukon	....	....	2	....	....	....	1	4	.....	1	....	.....	8
Totals	574	330	371	337	394	464	420	1,252	2,170	6,081	4,006	1,710	18,109

TABLE

NATIONALITY, Sex, Occupations and Destination of Immigrant arrivals for Canada,

NATIONALITY.	SEX.				TRADE OR								
					Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Totals.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
African, South	2			2				1					
Australian	28	5	6	39	4			12	2	1	8	1	5
Austrian, N.E.S.	466	128	123	717	213	44	70	222	18	26	19	4	3
Bohemian	3	3		6	1	1		1			1	1	
Croatian and Slovenian	190	12	9	211	65			121	9	6	2		
Dalmatian	10			10				10					
Galician	16	7	4	27	1	1	1	12	4	3			
Hungarian, N.E.S.	154	50	49	253	49	12	18	97	14	16	7		
Magyar	231	39	48	318	31			194	26	37	4	1	
Ruthenian	193	31	42	266	7	2	4	186	20	34			
Slovak	111	14	14	139	7			99	5	6	2		
Belgian	100	24	18	142	35	6	3	32	2	7	22	4	1
Bulgarian	65			65	34			31					
Brazilian	2			2				2					
Chinese	1			1									
Dutch	84	19	14	117	43	2	4	31	2	1	6	3	6
French	229	106	48	383	53	14	14	42	3	4	40	22	7
German	186	82	85	353	38	13	29	62	8	16	56	6	9
English	3,050	939	1,259	5,248	485	82	93	945	193	441	1,033	245	338
Welsh	33	8	6	47	9			11	1		9	3	2
Scotch	665	173	87	925	117	14	16	114	9	9	280	42	29
Irish	288	82	29	399	79	7	6	86	9	6	48	6	1
West Indian	12	6	1	19	2			1			2	1	
Jamaican	1			1									
Greek	145	6	15	166	16		2	117	2	7	5	1	
Hebrew, N.E.S.	30	6	9	45				6			13	1	
" Russian	238	237	264	739	16	3	4	73	43	67	107	85	85
" Austrian	9	6	2	17				5	1		3	3	2
Italian	4,356	348	265	4,969	788	45	44	3,305	173	171	167	25	14
Japanese	1			1									
New Zealand	1	1		2							1	1	
Poles, N.E.S.	11	1	2	14				8	1	2	1		
" Austrian	74	14	11	99	4			65	6	6	3		
" German	17			17	3			13			1		
" Russian	34	5	2	41	6	1		27	1	2	1		
Roumanian	140	7	4	151	13			124	5	4	2		
Russian, N.E.S.	374	255	254	883	54	25	32	178	41	72	119	64	60
Finns	162	28	7	197	13			124	6		23	3	
Spanish	5	1		6				1	1		1		
Swiss	29	9	1	39	11			5			8	1	
Servian	11	3	3	17	1			9	1	2			
Danish	57	20	11	88	15	2	3	23			13	2	1
Swedish	178	61	30	269	12	1		157	10	16	8	2	2
Norwegian	141	41	40	222	11			98	9	14	26	3	
Turks	275	23	14	312	88	6	5	164	3	5	14	1	1
Armenians	6			6				3			1		
Syrians	77	25	12	114	12	2	1	46	9	9	9	2	1
U.S.A. Citizens	1	1	3	5				1	1	1			
Totals	12,492	2,826	2,791	18,109	2,336	283	349	6,864	638	991	2,065	533	567

SESSIONAL PAPER No. 25

V.

via Ports in the United States for the Fiscal Year ending June 30, 1906.

Occupation.										Destination.							
Clerks, Traders, &c.			Miners.			Female Servants.	Not classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.
Male.	Female.	Children.	Male.	Female.	Children.		Male.	Female.	Children.								
							1					2					
3						2	1			2	6	25	3			3	
6			2	1	3	41	4	20	21	6	140	184	229	115	15	28	
						1						2	2			2	
	1						2	2	3			176	25	4	1	5	
												10					
						2	3				7	10	7	3			
1						20		4	15	4	14	99	57	72	4	3	
1						5	1	7	11	56	14	137	33	34	28	16	
						6		3	4	9	72	73	95	3	11	3	
			2			5	1	4	8	1		50	2	14	43	29	
8	1	1	1			4	2	7	6	1	17	18	71	11	14	9	1
												65					
											2						
1										1							
2	1	1				7	2	4	2		4	11	88	11	2	1	
32	9	2	6	3	4	20	56	35	17	10	183	49	85	5	40	10	1
20	1	1	2	1		20	8	33	30		74	131	114	23	3	8	
343	69	32	80	10	13	177	164	163	342	65	801	3,003	884	130	135	225	5
1			2			1	1	3	4		6	25	5	6	2	3	
106	18	18	17	2		34	31	54	15	12	106	491	201	17	40	57	1
50	7	1	4	2	1	30	21	21	14	7	34	231	81	10	22	14	
3						3	4	2	1	4	3	9	1			2	
1												1					
3			2			2	2	1	6		92	65	4			5	
9	1	3	1			1	1	3	6		27	13	3			2	
36	25	36				27	6	54	72	3	273	282	144	23	3	11	
1								2			6	11					
22	7	3	61	6		62	13	30	33	73	1,420	2,830	103	5	157	381	
							1									1	
												2					
							2			1	3	4	6				
1						5	1	3	5	3	24	29	26		16	1	
												13	4				
						2		1			11	27	2	1			
1						2				22	67	41	8	9		4	
21	5	4	1			66	1	54	86	2	207	234	305	107	12	16	
2	1	1				14		4	6		10	162	6		4	15	
2							1				2	1				3	
3	2						2	6	1		18	9	7	1	4		
							1	2	1			8	1			8	
5						11	1	5	7	4	11	25	24		22	2	
	1		1			35		12	12	8	10	80	83	17	22	49	
4	6	4	1			12	1	11	22	14	4	68	31	14	21	70	
6	1					7	3	5	3	1	67	235	7			2	
1							1					6					
4	1		1			9	5	2	1	9	80	23	1		1		
									2	2				3			
699	157	107	184	25	21	633	344	557	756	320	3,815	8,970	2,748	638	622	988	8

The report which I have received from the Women's National Immigration Society, 87 Osborne street, Montreal, is to the effect that 671 immigrants passed through the home of the society during the year, including nine parties sent out under the auspices of the president of the British Women's Emigration Association in England. The Women's National Immigration Society is doing very useful work in looking after female immigrants, finding places for domestic servants, &c.

The repatriation of French Canadians from the United States has engaged the attention of the department for some years past, and considerable progress has been made in this connection. The department makes an annual grant in aid of the work of the Montreal Repatriation and Colonization Society, and in addition to what is done by this society we employ some agents of our own, including the Rev. Father Blais, O.M.I., Rev. Father Vachon, O.M.I., Rev. Father Corbeil and Mr. Damase Gauthier, who make frequent journeys into the United States and carry on an active propaganda among the French Canadians who have drifted over there, with a view to inducing them to come back and make their homes in Canada, principally in the Northwest.

The Ottawa Valley Immigration Aid Society, with headquarters at 50 Rideau street, Ottawa, receives some financial aid from the department, and carries on a useful work. This society, besides conducting an information bureau in Ottawa, employs an agent to give lectures in the schools, and does what it can by this and other means to inform the rising generation and others of the resources of Canada and of the desirability of the youth of this country remaining in their own land and developing such resources. The society sent a delegate to the Colonization Congress which was held at St. Jerome in November, 1905, and a communication from the president of the Ottawa Society was read at this congress. The society conducted several excursions in the interests of colonization during the year.

The work we are carrying on generally through our agents in the United States is reviewed by Mr. W. J. White, Inspector of Agencies, in his report.

Your obedient servant,

W. D. SCOTT,
Superintendent of Immigration.

OPERATIONS IN EUROPE.

REPORT OF THE HIGH COMMISSIONER.

OFFICE OF THE HIGH COMMISSIONER FOR CANADA,
17 VICTORIA STREET, LONDON, S.W..
September 4, 1906.

The Honourable
The Minister of the Interior,
Ottawa, Canada.

SIR,—I have the honour to transmit, herewith, the reports of the agents of your department in Europe on emigration matters for the year ended June 30, 1906.

At the present time these representatives are Mr. W. T. R. Preston, 11 and 12 Charing Cross, London (Commissioner of Emigration); Mr. A. F. Jury, Old Castle Buildings, Preeson's Row, Liverpool; Mr. G. H. Mitchell, Newton Chambers, 43 Cannon Street, Birmingham; Mr. John Webster, 14 Westmoreland Street, Dublin; Mr. E. O'Kelly, 17 Victoria Street, Belfast; Mr. J. B. Walker 37-39 St. Enoch Square, Glasgow; Mr. H. M. Murray, Western Mail Building, Cardiff; Mr. Paul Wiallard, 10 Rue de Rome, Paris, and Mr. D. Treau de Cœli, Antwerp.

The special and temporary agents appointed during the year, and the names and dates of their appointment, are as under, and doubtless they have reported direct to you:

Mr. Thos. L. Morton, of Gladstone, Manitoba, appointed July 1, 1905. Mr. A. Burrows, of Detroit, September 20, 1905. Mr. H. F. Morel, of Edmonton, Alta., December 12, 1905. Mr. William Carson, of Whitewood, Sask., December 15, 1905. Mr. Kenneth Morrison, Point Tupper, C.B., January 15, 1906. Mr. S. Larcombe, of Birtle, January 27, 1906. Mr. C. C. Carter, of Regina, February 2, 1906. Miss Fitzgibbon, of Toronto. February 9, 1906. Mr. B. Pipe, of Wapella, Sask., March 26, 1906. Rev. M. A. F. Custance, of Rapid City, April 24, 1906. Mr. J. Hawkes.

METHODS OF WORK.

Your department is fully aware, from the communications which have been made to you from time to time, of the measures that have been taken to stimulate inquiry and to promote emigration.

LECTURES.

It may be mentioned that a great number of lectures have been delivered, not only by the regular government agents, but also by schoolmasters, clergymen and gentlemen who have visited Canada. These lectures have been, on the whole, well attended, and have been most valuable in interesting large numbers of people, and impressing upon them the attractions of Canada as an emigration area.

SHOWS.

The various agents of your department have also attended, with exhibits of agricultural produce, the more important of the agricultural shows in the United Kingdom. They have taken advantage of these occasions to distribute, among the farming classes who attend these meetings, the pamphlets which had been placed at their disposal. They have also, at the same time, been given many useful opportunities of personal interviews with the farming class, of which they have freely availed themselves, and, in this way, literature bearing on the attractions of Canada has been carried into the homes of the agriculturists in the rural districts of the United Kingdom.

GENERAL.

In addition to such work as is outlined above, the agents attend to the routine duties of their offices—the correspondence—the personal inquiries, and in short they avail themselves of every opportunity which occurs from time to time of advertising the advantages of the Dominion of Canada, as a field for the intending emigrant. It is to prompt and careful attention to the details of this work that we must look for successful results, and this is fully realized by your agents.

In view of the great volume to which the stream of emigration to Canada has grown, it becomes more necessary than ever that the utmost care shall be exercised in securing that only suitable emigrants shall be allowed to land in Canada. It is, of course, laid down as a rule by the Dominion that no immigrant should land in Canada who is feeble minded, is medically unfit, who has been convicted of a crime, or who is likely, from whatever cause, to become a public charge. This we have endeavoured to impress upon the authorities in this country, as well as upon private individuals, and the subjoined correspondence in respect of a young man convicted of a crime will illustrate the action taken in cases to which my attention has been drawn; as whatever the sympathy for such persons, any proposals to send them to Canada must, on public grounds, be opposed:—

'CENTRAL CRIMINAL COURT,
'SESSIONS HOUSE, OLD BAILEY, E.C.,
'November 6, 1905.

'SIR,—I am directed by the recorder to acknowledge your letter of the 1st instant, which I forwarded to him in due course.

'The recorder desires me to say that ———— was a very young man, being only 20 years of age, who was not only not an habitual criminal, but did not in any sense belong to the criminal classes, but on the contrary was of highly respectable parentage, having a mother living, and a brother in excellent employment.

'Unfortunately, as so often happens with youths, he got into a rather fast set, and made the acquaintance of a man named ———— described as a traveller and commission agent.

'The offence to which ———— pleaded guilty was the misdemeanour of obtaining money by false pretences, the charge of felony was not proceeded with.

'This man ———— had got in his possession a cheque book which had been issued to one ———— as far back as January, 1884, and contained bank cheques on ————.

'Three of these cheques he very improperly gave to ————, who filled them in on July 1, 1905, for £3-10-0, £4-14-0 and £2-10-0, respectively, signing the fictitious name of ———— as the drawer.

'These cheques he changed by purchasing various articles from three different tradespeople.

'On being arrested he at once admitted his guilt, and expressed his deep contrition, and a very earnest appeal was made to the recorder by the brother not to send ———— to prison, but to allow him to go to Canada, where the recorder was informed he had some relations who would start him in life again.

'The recorder thought this would give the young man an excellent opportunity of retrieving his character and becoming a useful citizen.

'A similar course has constantly been taken, not only by the present recorder, but by his predecessors, and by His Majesty's judges, when the offence, as in this case, was an isolated one, and the accused very young and previously of excellent character.

'The only reason ———— was accompanied to Canada by a police officer was that his brother could not well leave his situation, and the recorder thought some one should see him off. The police officer was, of course, in plain clothes.

(Signed) 'H. K. AVORY,
'Clerk.'

'OFFICE OF THE HIGH COMMISSIONER FOR CANADA,
'17 VICTORIA STREET, LONDON, S.W.,
'November 11, 1905.

'SIR,—I beg to acknowledge and to thank you for your letter of the 6th instant, in which you are good enough to convey to me the explanation of the recorder of London, in connection with the case of ————, and to detail the circumstances which led to the action taken therein. I am forwarding a copy of your communication to Ottawa, for the information of the Canadian government.

'I can only repeat that the government of the Dominion are opposed to the sending to Canada of any person who has been convicted of a crime, and I am afraid that the explanation given of the case under review is not likely to alter the views which are held in Canada in regard to such cases.

(Signed) 'STRATHCONA,
'*High Commissioner.*'

Quite recently, in dealing with a similar case to the foregoing, Judge Rentoul absolutely refused to be a party to the emigration of a young man to Canada, in view of the representations which had been made as above mentioned.

It was also found necessary to make representations through the Foreign Office in regard to the emigration of 'undesirables' from Denmark, and Norway and Sweden, and, as a result, the emigration of such persons from these countries has been discontinued.

The encouragement of immigration to the Dominion has been confined to those who might, broadly, be termed 'agricultural' immigrants; that is to say, those who have experience of farm work, and those physically and otherwise suitable who intend to work on the land—and also to female domestic servants. As in the past, your agents have followed this policy, and no encouragement has been given to emigrants to proceed to Canada except to such as intended following agricultural pursuits, and females going into domestic service.

On March 20, 1906, I was notified by your department that it had been decided to make a change in the system of payment of bonuses to booking agents on tickets sold to emigrants to Canada on and after April 1, 1906. Briefly, the effect of the change in question was to provide that, as above, the government would pay a bonus of £1 to the booking agents on each person of the under-mentioned classes, eighteen years of age or over, and 10 shillings per head on those between one and eighteen years. The prescribed classes were: Farmers, farm labourers, gardeners, stable-men, carters, railway section men, navvies or miners who have signified their intention of following farming in Canada, and female domestic servants. It was also provided that satisfactory evidence should be forthcoming to your department as to the *bona fides* of the immigrant in respect of whom the bonus was paid.

These changes were communicated by circular to the agents of your department and to the steamship agents. A considerable correspondence ensued, and I also had several interviews with the representatives of the large steamship companies in the matter. Mr. Blair, of your department, paid a visit to this country, for the purpose of explaining to the agents the new regulations, and finally, after some slight initial difficulties had been overcome, the new provisions were put into operation, and are working satisfactorily.

As you are aware, a departmental committee of the Colonial Office was appointed in July of last year to consider Mr. Rider Haggard's report on agricultural settlements in British colonies. Mr. Rider Haggard was nominated by the Colonial Office to proceed to the United States to inspect and to report upon the conditions and character of the agricultural and industrial settlements which have been established there by the Salvation Army, and also to visit Canada to report upon the application of the system in a British colony. The committee invited me to give evidence on behalf of Canada. In respect of special settlements in the colonies I informed them that, in my view, and

speaking personally, such settlements had not been successful; although subsequently, the persons forming these colonies, after distributing themselves among the people of the country, had done well, but that, from my past experience, I should doubt very much if Mr. Rider Haggard's scheme would be successful. I added, however, that no doubt the Canadian government would be glad to give every help and assistance they properly could in the selection of emigrants, but they would take no responsibility afterwards, and that I did not think Canada or Canadians would in any way object to emigrants being selected under a proper scheme, if carefully selected, because there are a large number of persons in the United Kingdom well fitted to become prosperous settlers in Canada—people who, from one cause or another, have not means to go out, but who, if assisted would become excellent settlers. I emphasized the need of careful selection, and that, as to men from the towns, success would depend greatly upon the class sent, and indicated that the Canadian government would object to those belonging to the 'submerged tenth'—those who have so degenerated that they care very little about work.

In the report of the committee the relative advantages of emigration following the ordinary form of settlement as compared with the so-called 'colonies' are dealt with as follows:—

'We do not see, therefore, that any of the arguments which have been brought forward in favour of colonization in principle are convincing. On the other hand, the arguments in favour of emigration, as contrasted with colonization, are many, and appear to us to be very forcible. The machinery is ready at hand—the existing emigration societies have shown that they are well able to make a wise selection of persons to send out, and to find suitable openings for them in Canada and other British colonies; the demand is in excess of the supply; the cost of emigration to Canada does not amount to more than £10 a head, and some of the societies (especially those managed by ladies) seem to be successful in securing the repayment of at least a part of the money advanced. In other words, £300,000, which Mr. Rider Haggard estimates as the necessary sum for forming a colony of 1,500 families, would enable at least 6,000 families to go out as emigrants.'

Another phase of the emigration movement which during the past year or two has created much interest and attracted much public attention in Great Britain, is the emigration of pauper children to Canada. Several proposals and schemes have been put forward in the press and otherwise in respect of the emigration and subsequent treatment of these children, but it would appear that the receiving homes in Canada of the various immigration agencies afford the best means of handling them.

These homes are admittedly well administered, they distribute the children with the Canadian employers, and they are brought up in the privacy of a Canadian home. In this way the taint of pauperism is removed, and they receive a training which is not possible in a publicly supported institution. It is admitted that however well managed such an institution may be, it cannot impart to the inmates, in a full degree, those qualities which are the outcome of home influence and training. Children brought up in a public institution cannot ordinarily be so well equipped for the battle of life as those who have received that individual treatment and been subject to those impressions which are inseparable from a home. It may, therefore, be said that so long as there is a demand from Canadian homes adequate to the number of children immigrating, the system outlined above offers the simplest and best method of dealing with this important matter.

I have the honour to be, sir,

Your obedient servant,

STRATHCONA.

No. 1.

REPORT OF W. T. R. PRESTON.

(Appended to High Commissioner's Report.)

11-12 Charing Cross, London, W.C.,
September 4, 1906.

The Right Honourable
Lord Strathcona and Mount Royal.

My Lord,—The time is probably opportune for a brief review of the results following the active emigration propaganda on this side of the Atlantic which was instituted under the direction of the Honourable Clifford Sifton, late Minister of the Interior.

It was not until the situation in Great Britain and the continent had been carefully studied that the department decided upon entering energetically into the work of endeavouring to divert a somewhat larger share of the emigrating populations from these countries to Canada. In 1897 the emigrants from Great Britain to Canada numbered 11,383, and from the continent 7,921. An analysis of these arrivals raises serious doubts as to whether a considerable number of these did not immediately make their way to the United States.

As a result of the methods authorized by the late Minister of the Interior an improvement soon became evident in the interest taken in the Dominion by the emigrating populations in Great Britain and the continent of Europe. The growth of this movement to Canada can perhaps be better explained by the returns of the arrivals taken from official Canadian sources, as set forth in the following table:—

Arrivals in Canada from Great Britain and the Continent of Europe for the Calendar Years 1897 to 1900, inclusive.

—	1897.	1898.	1899.	1900.
British	11,383	11,608	10,660	10,360
Continental, &c	7,921	10,285	21,938	18,837
Total	19,304	21,893	32,598	29,197

Arrivals for the Fiscal Years ending June 30, 1901, to 1904, inclusive.

—	1901.	1902.	1903.	1904.
British	11,810	17,259	41,792	50,374
Continental, &c	19,352	23,732	37,099	34,728
Total	31,162	40,991	78,891	85,102

ARRIVALS for the Fiscal Years 1905 to 1906, inclusive.

—	1905.	1906.
British	65,359	85,796
Continental, &c	37,255	44,472
Total	102,614	133,268

The general effect of the work in Great Britain is more particularly evident from the statement that when this active emigration propaganda was instituted here Canada received about 12 per cent of the emigrants leaving the shores of Great Britain for the North American continent, including, of course, the United States, the figures for the calendar year 1901 being 15,757, out of a total emigration from Great Britain to North America of 119,952, as shown by the British Board of Trade returns.

A steady change has taken place from then until now, so clearly established in the following statement of figures taken from the British Board of Trade returns for the calendar years set forth:—

EMIGRATION from Great Britain and Ireland.

—	To Canada.	To United States.	Excess in favour of United States.
1901	15,757	104,195	88,438
1902	26,293	108,498	82,205
1903	59,652	123,663	64,011
1904	69,681	146,445	76,764
1905	82,437	122,370	39,933
Seven months of 1906	79,078	79,629	551

A further analysis of the British returns, which cannot but be regarded as exceedingly instructive and interesting to the staunch advocates of the policy of the government, so energetically instituted by the department, shows that this improvement in the emigration to Canada from the British Islands has not been confined to any particular portion where for the time being actual want of employment occurred.

STATEMENT from the British Board of Trade Returns of the emigration from Great Britain and Ireland to the North American Continent during the years 1901 to 1906.

YEAR 1901.

—	To Canada.	To United States.	Excess in favour of United States.
English	12,176	57,246	45,070
Scotch	2,235	11,414	9,179
Irish	1,346	35,535	34,189
Total	15,757	104,195	88,438

Year 1902.

English	20,985	58,382	37,397
Scotch	3,811	12,225	8,414
Irish	1,497	37,891	36,394
Total	26,293	108,498	82,205

Year 1903.

English	46,760	68,791	22,031
Scotch	10,296	15,318	5,022
Irish	2,596	39,554	36,958
Total	59,652	123,663	64,011

Year 1904.

English	54,051	76,546	22,495
Scotch	12,715	17,111	4,396
Irish	2,915	52,788	49,873
Total	69,681	146,445	76,764

Year 1905.

English	64,876	58,229	Can. 6,647
Scotch	14,214	19,785	5,571
Irish	3,347	44,356	41,009
Total	82,437	122,370	39,933

Seven Months of 1906.

English	60,746	40,754	Can. 19,992
Scotch	15,456	13,273	Can. 2,183
Irish	2,876	25,602	22,726
Total	79,078	79,629	551

These figures show that the means adopted for educating the British emigrating people upon the advantages offered in Canada were widespread and thorough, corresponding increases being evident throughout England, Scotland and Ireland. A still closer analysis will show that every county, and almost every hamlet, in the United Kingdom has contributed proportionately to this stream towards the Dominion of Canada.

The figures given herein clearly establish a steady decline of the excess of the emigrating movement from Great Britain to the United States, over and above that received by the Dominion of Canada. A cursory glance at the emigration returns from the continent justifies the contention that the carefully planned propaganda throughout Europe has not been unsuccessful, notwithstanding the criticisms which from time to time have been applied to the continental policy, both as to the manner of carrying on the work, and as to the general results. I think I can claim that there has been nothing discreditable to Canada in the manner in which the work has been carried on, and I can also add that the advertising of the Dominion on the continent, and the diversion of a portion of the emigrating stream to Canada has been done without violating the laws of these countries. The increases shown in the annual returns of the department indicate a commendable growing interest in the Dominion as a favourable field for successful emigration. It can fairly be claimed that the results furnish ample vindication of the policy of the department in connection with this phase of the work.

To achieve these results has meant the most painstaking efforts on the part of those charged with the responsibility of carrying out the government policy on this side of the Atlantic. The methods adopted, and the details of the work have been subjected to criticism, and I may be pardoned for saying, somewhat unfairly in many of its aspects; and yet I may be excused for claiming that had it not been for faithful work, ungrudging devotion to duty, and loyalty to the department, to say nothing of patriotism to one's country, these magnificent results would never have been attained.

These figures, I submit, carefully studied, will furnish suggestive reading matter for students of the emigration problem.

I have the honour to be, my Lord,
Your Lordship's obedient servant,

W. T. R. PRESTON,
Commissioner of Emigration.

No. 2.

REPORT OF A. F. JURY.

(Appended to High Commissioner's Report.)

OLD CASTLE BUILDINGS, PREESON'S ROW,
LIVERPOOL, July 16, 1906.

The Right Honourable
LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., &c., &c.

MY LORD,—In presenting a report of the emigration work done in this district during the year just closed, there is not anything new to mention. The work has been carried on along exactly the same lines as during the eight years I have been here, with the exception that to my knowledge during the winter and spring of the last financial year there has not been any advertising done, but in spite of that fact the circumstances in regard to the demand for farm labour and the easy opportunity for a man to acquire free land in Canada are such that we have been able to attract an ever increasing number of immigrants to our shore. The reasons for this are not hard to find. They are combined in two main facts, viz., the lack of demand for labour in the United Kingdom and the fact that Canada is the only country within easy reach that enjoys democratic government, and is suitable for the poor surplus industrial population of these isles, who wish to engage in agriculture. In my opinion, while these conditions exist, nothing can prevent the increase in numbers of the last five years continuing.

Canada has already commenced to realize the truth of the old saying that the best immigration agent is the successful immigrant, in the large number of people who have entered Canada during the last three years to join their relations and friends, who have succeeded in making homes for them, or who think the opportunities offered are such that they have no hesitation in advising them to try their fortune in Canada.

I think we should try and take full advantage of our superior position in regard to attracting emigrants by judicious advertising, by bill-posting, attending all agricultural gatherings for the purpose of exhibiting the products, and distributing the literature prepared by the department.

With regard to general newspaper advertising, I would respectfully suggest that the local agent of the department should decide in which papers, in his district, he should advertise, and the patronage be placed in his hands, though payment could be made from London. This would help the agent to obtain newspaper reports of his lectures and notices of shows and other work. The cost of such advertising may in the first instance be increased, but in the end I think we should get more for our money in the way mentioned above.

I have arrived at the conclusion, after considerable experience, that we could add greatly to the results of our work if each agent was supplied with a sufficient quantity of the various products of Canada, to supply the local steamship agents of their respective districts with an exhibit for their windows. By this means we should obtain the free use of hundreds of windows in the best positions of the principal towns and cities in the British Isles to advertise our country. I am strongly in favour of this being done, because my experience tells me that the best emigrants for Canada are those booked by the ordinary local steamship agent; they are more self-reliant (and they are the kind we want), than those sent out by professional emigration societies, some of which, I think, work in connection with the boards of guardians to relieve them of their semi-pauper population. The people booked by the local agents go out of their

own volition and pay their fare, and are consequently more likely to be good 'hustlers' than those requiring the help of an emigration society.

During the year just closed I have attended the usual number of agricultural shows, and delivered the usual number of lectures. Our correspondence has not been so large as usual, but this is to be accounted for by the fact of no advertising being done for some time. I am convinced that with an active propaganda, all previous records can easily be beaten.

I am, my Lord,
Your obedient servant,

ALFRED F. JURY.

No. 3.

REPORT OF J. BRUCE WALKER.

(Appended to High Commissioner's Report.)

35-37 St. Enoch Square,
Glasgow, June 28, 1906.

The Right Hon. Lord Strathcona,
17 Victoria Street, London, S.W.

My Lord,—I beg most respectfully to submit herewith the annual report of the Glasgow office for the year ending June 30, 1906.

The past year has been one of unprecedented success, so far as emigration from Scotland and the Clyde is concerned. The figures for the financial year ending on June 30, will show an increase in Scottish emigration to Canada of something like 50 per cent.

While the increase in numbers is extremely gratifying, it is perhaps still more satisfactory to note that, year by year, the class of persons proceeding to the Dominion from Scotland becomes of a higher standard. Increasing numbers are able to take with them a fair amount of capital, and the demand for Scottish farm labour in Canada continues to increase in such a manner as to make it comparatively easy for every man to secure employment either before he leaves these shores or immediately upon his arrival on the other side.

The departure of two ships per week, laden with passengers for the Dominion, has enabled the shipping companies sailing from Glasgow to handle the stream of emigrants fairly well, although in March it was impossible to find transportation accommodation upon any steamer before the beginning of June.

The sympathetic attitude adopted by the Scottish press has done much to further a knowledge of the country amongst the class of persons who have few opportunities of studying the possibilities of the Dominion. In addition to keeping up a regular propaganda through the newspapers, I have occupied myself throughout the winter with frequent lectures, and have, I hope, lost few opportunities of bringing before the people of Scotland the claims of Canada as a home for the Scottish farmer and farm labourer.

Your obedient servant,

J. BRUCE WALKER,
Canadian Government Agent for Scotland.

No. 4.

REPORT OF MR. G. H. MITCHELL.

(Appended to High Commissioner's Report.)

43 Cannon St., Birmingham, June 30, 1906.

The Right Honourable
Lord Strathcona and Mount Royal, G.C.M.G., &c.,
The High Commissioner for Canada,
London.

My Lord,—I have the honour to present my report for the year 1905-6.

It has been eventful only in the way which was most desirable, namely, the success which has attended the work; the complete numbers are, of course, not yet available, but judging from the reports of the steamship agents in my district a record will have been made in emigration from the English Midlands to Canada, and not only have the numbers been larger, but there has been a continued improvement in the class; a big proportion of the people have been possessed of considerable amounts of money, and those whose means were not large were in every other way fitted to succeed. Needless to say my advocacy of emigration has been confined to those able and willing to take up agricultural work in the case of men, and domestic service in the case of women. I have been very careful to put the conditions of Canadian farm life and its prospects fairly before inquirers, concealing nothing of the one, nor exaggerating the other, and I have found that this course begets confidence and is most effective, as many approach the subject with some amount of suspicion.

That the results to the emigrants themselves have been satisfactory has been shown not only from the direct testimony to that effect which has been received by myself and others, but from the fact that so many have sent for their relatives and friends, and by the remittances sent home through the medium of the post office, and by dollar bills inclosed in their letters. The firms who make a business of money-changing inform me that they are daily exchanging Canadian bills for English currency. There has also been a very noticeable decrease in the correspondence to the Midland newspapers from dissatisfied emigrants.

The work itself has been conducted on lines similar to those of former years; inquiries by post and callers have to be attended to, and the questions asked are of extraordinary variety and show in a large number of cases how advisable it is to have centres at which personal advice can be obtained; our pamphlets can only deal with the subject and advise in a general way, whereas the circumstances or desires of each person differ in some particulars, and require to be specially dealt with. Letters or cards of introduction have been furnished when requested or in those cases in which it was thought they would be of special service.

I have visited steamship agents throughout the district, having my intention advertised where it could be arranged, to give intending emigrants who could not come to Birmingham the opportunity of an interview. I have advised steamship agents on points they have submitted, and have kept them supplied with pamphlets; to the most important of them I have regularly forwarded Canadian newspapers, and also type-written sheets of Canadian news, the object being to create an intelligent interest in the work, and by furnishing them with current information of value to those thinking of moving, make them something more than mere booking agents.

I have given lectures myself and arranged for others with the help of the lantern slides, for which there has been a good demand, and have had special distributions of our literature made at agricultural shows and on other suitable occasions.

The bonus system as recently revised will furnish a considerable amount of extra and responsible work in checking the agents' claims, and in examining the emigrants sent to the office for inspection; but the scheme is well designed to encourage steamship agents to bring Canada before the classes whose emigration your department is anxious to promote.

Emigration from localities is much influenced by local circumstances, the failure of the potato crop in Lincolnshire last year, for instance, detaining many whose intention it was to leave for Canada in the spring, but the returns from the district as a whole will, I trust, be considered satisfactory.

I have the honour to be,
Your obedient servant,

G. H. MITCHELL.

No. 5.

REPORT OF JOHN WEBSTER.

(Appended to High Commissioner's Report.)

CANADIAN GOVERNMENT OFFICES,
14 WESTMORELAND ST., DUBLIN, July 10, 1906.

W. T. R. PRESTON, Esq.,
Commissioner of Emigration,
London.

SIR,—I beg to submit a short report of my work in Ireland for the year ended June 30, 1906.

My time during the above twelve months has been actively employed in the interests of Canada, and I hope successfully. During the summer season I attended the weekly markets and monthly fairs in the various counties, where the farmers assemble in great numbers for the transaction of their business. Here a splendid opportunity presents itself for meeting them and for distribution of literature; the work which I do at these places is valuable. The fairs and markets are the most useful hunting ground for the Canadian agent. I find that a good attractive poster conspicuously displayed is of considerable advantage, as it gets farmers talking about the country and gives one an opening for conversation.

When travelling through Ireland, I take advantage of the opportunity for calling on steamship agents, and stirring them up to fresh activity; this has a good effect. I would suggest that the steamship companies make a careful revision of their agents, a large number of them not being suited to the work.

The agricultural shows are a first-rate medium for coming in contact with the farming community. I therefore, as far as possible, attend these events, and having secured space, put up a small portable tent; here the people call to see me, and I keep a man all day distributing literature to a most desirable class. Surely work of this nature must bring good results.

It is to be regretted that for the last couple of years I have been refused space at some of the agricultural shows, where I had been accustomed to be present in other years, this owing to the effort made in Ireland to keep the Irish people in their own country. Notwithstanding this opposition I am still successful in obtaining admission to some of the most important shows, and hope to continue doing so.

During the winter months I accept as many lecturing engagements as possible, and am generally anxious that they be in a rural district, so that the opportunity may obtain for reaching that class from which the most desirable settlers are recruited. My lectures are largely illustrated by slides, taken by myself when in Canada, and this, coupled with my practical experience in the Dominion as a farmer, adds very considerable force to my remarks. I have many times been impressed by the good results coming from one lecture, and hope during the coming winter to prosecute this work with vigour. Our spare slides are largely in demand, and usually out on loan.

The hanging map of the Dominion has been in great demand, and is much appreciated. I have it in a great many schools in my district. This map should serve a useful purpose.

The buildings for the Irish International Exhibition to be held next year in Dublin, are now well advanced. The exhibition will be a most important one, and I would respectfully suggest to the department the advisability of making a representation at this great event.

I am glad to note, from the board of trade returns, that the Irish emigration to Canada for the twelve months ended June 30, shows a very appreciable advance on the same period for the preceding year.

Your obedient servant,

JOHN WEBSTER.

No. 6.

REPORT OF EDWARD O'KELLY.

(Appended to High Commissioner's Report.)

CANADIAN GOVERNMENT OFFICES,
17 AND 19 VICTORIA ST., BELFAST, July 5, 1906.

The Commissioner of Emigration,
London.

SIR,—I beg to present my annual report for the year ending June 30, 1906.

The number of callers at my office in the past year for literature and information about Canada, and who registered their names and addresses exceeded those of the previous year by 891, the total being 3,450.

One thousand seven hundred and ninety-nine letters were received at my office and attended to. I fully expect that the number of emigrants who have left my district for Canada in the past twelve months will show a proportionate increase to the number of callers.

I attended six of the most important show fairs at which I could obtain space for my stand of Canadian specimens of fruits, grain and grasses. I can safely say that the Canadian stand attracts more visitors than any other exhibit at those shows. The interest in Canada appears to me to grow quite as rapidly as the prosperity of the country, and that being so, I take every opportunity of meeting the farming and labouring classes at the stock fairs held throughout my district, as well as at the show fairs. The letters I receive from time to time from settlers showing that they are satisfied with their prospects, and which the newspapers kindly publish for me, produce the best effect amongst those desirous of bettering their condition in another country. Many who emigrated within the past four or five years have been able to afford a trip to see their people here, which fact combined with their anxiety to return to their Canadian home, is the best proof of the popularity of Canada, and the success of the immigration propaganda of the government.

I have settled numbers of young, inexperienced men with farmers in Ontario that they might obtain a knowledge of Canadian farming before going west to take up land. In this undertaking, I have been very successful, having had only one complaint, and that not from the emigrant, but from his people here, who appeared anxious to find a grievance, real or imaginary. The majority of those leaving my district settle in the provinces of Manitoba, Saskatchewan or Alberta, and I say with confidence, no colony ever received men, and women too, more likely to assist in developing a new country than Canada is now getting from Ulster. Most of the families emigrating possess considerable capital.

I continue sending our literature to those who, I see by the newspapers, are advertising their farms for sale, and where possible, attend at the auction.

I also take every opportunity of bringing the immense possibilities of Canada as a farming and stock-raising country home to the landed proprietors of Ireland who are preparing to draw their stakes in this country (owing to recent legislation), and bring their capital, which will be very considerable, and their knowledge of farming and stock-raising, which is undoubtedly good, to another country.

On my calling your attention to the numbers of callers I had from the Isle of Man during the holiday season, desirous to obtain information about Canada, you suggested I should visit the island, taking a stock of literature with me. I did so early in August, and spent some days amongst the people. I was satisfied before I left the island that

good results would follow my visit, and have since seen by their papers that 200 left the island this spring for Canada.

Having advertised the fact that I was in a position to give a copy of our splendid new wall map of Canada to public schools, libraries, working men's institutes and reading rooms, I have had a large number of applications for it, and have supplied 168 of the applicants with this map, and from all of them have received letters expressing their admiration of the map and their obligation to the government that supplied it.

With reference to the results likely to follow the increased bonus paid upon tickets to Canada sold to persons of certain prescribed classes on or after the first of April last, I can as yet say little, other than that government agents have to be very careful in examining the emigrant mentioned in the claim, and that the steamship companies should see that their agents expend some of the increased bonus granted in advertising themselves as steamship agents anxious to procure passengers to Canada, and not content themselves with obtaining the increased bonus by selling only the same number of tickets they did under the old scheme. In justice to several booking agents, I should say I know from experience that in many districts they hardly dare advertise, either in their windows or the newspapers, as much as they would wish.

The number of trade inquiries received at this office is small and have been attended to immediately.

Your obedient servant,

EDWARD O'KELLY.

No. 7.

REPORT OF H. M. MURRAY.

(Appended to High Commissioner's Report.)

DOMINION OF CANADA EMIGRATION OFFICES,
WESTERN MAIL BUILDINGS, CARDIFF, WALES.

The Right Honourable
LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.,
17 Victoria St., London.

MY LORD,—I have the honour to submit to your lordship my report on the work done in the district covered by this office for the year ending June, 1906.

I was glad to note from the latest returns furnished by the department that there had been a satisfactory increase of British emigrants into Canada during the previous calendar year, and I am sure that this increase has continued even to a greater extent since January up to the present. In this increase I am happy to say that the several counties under my supervision have contributed their quota. Wales has done exceedingly well, better in fact, than I had anticipated, considering, as I have beforetimes stated, the scanty agricultural population. A large number of miners who had previously been on the land have gone out to resume farming operations, besides a proportion of the ordinary population bent on acquiring a knowledge of agricultural work as also tradesmen, the latter being warned that they must accept all responsibility for employment on arrival.

The counties of Somerset and Gloucester have had satisfactory results, more especially the former, one agent alone having booked 300 experienced agriculturalists.

In Gloucestershire, the city of Bristol has again come to the front, over 1,500 persons having booked their passages through the local steamship agents. Satisfactory results have also been obtained from Herefordshire and Monmouthshire.

The emigrants who have gone out this year have been of a much better class, in fact, as years go on not only the quantity, but also the quality seems to improve, and, of course, my own efforts are directed to obtaining for Canada the very best class of agriculturalists, both those with capital and the ordinary farm labourer. The former are, however, very hard to move. They are imbued with the old fashioned idea that there is no place in the world compared to England, and that this country is good enough for them. They are also bound down by leases and by the fact that when they give up their farm holdings either voluntarily or compulsorily they receive nothing in the way of compensation for the money they have laid out in improvements, hence unless compelled to, they are loath to give up. These people are, however, in a great many cases allowing their sons to go to Canada; I have come into frequent contact with them and have heard from their friends satisfactory accounts of their success in the Dominion; these are the people we want, and they form grand advertising agents for Canada.

As was the case last year, I have endeavoured in so far as possible, to direct inexperienced young men in Ontario; this is, I think, in accordance with the wishes of the minister; very few appear to make for the maritime provinces, all wanting to go 'West,' and in many cases it requires much persuasion to get them to understand how much better it is for a young inexperienced hand to receive tuition in the east before going to the Northwest for a free grant.

During the spring season I spent many days visiting the booking agents, advertising my visits and receiving callers anxious to obtain information regarding their

prospects in Canada. Satisfactory results have followed this work. In one case forty-nine passengers booked with an agent a few days after my visit.

Although not present with an exhibit at any agricultural show this year, I have had our literature well distributed, and will continue doing so until the end of the season.

Our lantern slides were in great demand during the winter months, lectures having been delivered with their aid, and supplies of literature having been sent to each meeting. Canada has, in this manner, been kept well to the front.

The New South Wales and other Australasian colonies are making a big bid this year for emigrants, part passages being paid, so that desirable settlers may reach these colonies almost as cheaply as Canada, still we are more than holding our own, and will, I think, continue to do so in spite of all opposition.

The re-arrangement of the payment of bonuses is much more satisfactory than under the old system. It does away with the payment to agents of a bonus on classes who, although they declared their intention of becoming agriculturists, were in many respects unfit for the life; clerks, shopkeepers, &c., &c., a good number of whom, through their own want of stamina and willingness to work, returned, giving in many cases a grotesque account of the country. Even now the agents have to be carefully watched, day after day I am returning bonus certificates improperly filled up or giving wrong or at least doubtful information. This shows the importance of the certificates being in the first place sent to the government agent in whose district the emigrant is booked. In a great many cases the booking agent does nothing to earn this bonus. Some do not pay a cent for advertising, they may have a few of the steamship companies' bills in their windows, the company advertise them in the local newspapers, and if perchance an intending passenger who has the qualification under which the bonus is paid casually enters their premises and books his passage, the pound is earned in the easiest possible manner. Others again spend a lot on advertising, and these I find are the men who have the best results. In this regard I have in my mind one agent who during the past few weeks has booked forty bonus emigrants apart from others.

I keep a good display of the country's products in my show case and office, which affords a practical lesson to intending settlers of what Canada can produce.

In conclusion, I can assure your Lordship that everything possible on my part will be done to secure a desirable class of emigrant for Canada.

I am, my Lord,
Your obedient servant,

H. M. MURRAY,
Agent for Wales and West of England.

No. 8.

REPORT OF PAUL WIALLARD.

(Appended to High Commissioner's Report.)

10 Rue de Rome,
Paris, July 1, 1906.

To the Superintendent of Immigration,
Ottawa.

Sir,—I beg to submit my annual report for 1905-6, with the hope that my operations, as well as the way they have been conducted, will meet with the department's approval.

Our efforts this year were directed in several districts which, so far, had been neglected for want of opportunities and connections: of these 'l'Aveyron' and 'les Basses-Pyrénées.' Inquiries from these two regions came in great numbers, and the emigrants who went to Canada from both said districts were of a very good class indeed, in fact the best that could be desired. Brittany was again also a productive field, and important results were obtained in that direction as well as in 'les Charentes' and 'Savoie,' while 'Isère' and 'Drôme' have furnished, as last year and the year before, their quota of good emigrants.

The methods employed this season were exactly the same I had patronized and used previously. Being not at liberty in France to advertise on a large scale, nor to give public lectures, nor even to distribute our literature in an ostentatious way without contravening the law, I kept on answering carefully and promptly by correspondence all demands for information about Canada. And, when a certain number of persons in a given district would be ready and desirous of getting verbally some detailed indications on our country, I would arrange for a private meeting, and would go and answer all questions which can enlighten these would-be emigrants on the matter, and analyse before them the advantages offered by our country to all emigrants, mainly to agriculturists. These private meetings are necessitating quite a good deal of travelling, part of which has been done by my colleague, Mr. Pierre Foursin, whose experience and knowledge of Canada have helped me in bringing about the success of this last campaign.

If we remember that in France, as well as in nearly all other European countries, there exist restrictive emigration laws, I may say that the course we have taken was not only for the best, but really the best. Moreover, as I have explained on other occasions, the people of France have to be educated to the idea of emigrating, while in other countries, like England, for example, they have been accustomed to consider emigration as a natural and sometimes as an inevitable move.

Again this season our correspondence has increased to a large extent. No less than 5,000 letters were exchanged with inquirers anxious to know all about prospects in Canada.

Without knowing what will be the exact returns for this year, I think I can safely count that more than 500 emigrants above last year's number must have been recorded during the past season at the different arriving ports of Canada.

I am also happy to call the department's attention to the fact that many French emigrants are travelling second-class and even first on their way to our country, and that even most of the third-class passengers could boast, when leaving France, of some means of their own which will be added to their savings of the first experimental year in our country, and help them when they are ready to take up their homesteads,

which they will do as soon as they have gained sufficient knowledge of the Canadian agricultural methods.

All taken in consideration, I sincerely believe that the department will have every reason to be satisfied with the situation here, which is showing, after three years, or nearly so, of strenuous work, an ever growing number of emigrants of the finest agricultural stamp or ready to take up that profession. The department will also congratulate itself in seeing with what favour Canada is now thought of in France, and in considering that the problem of promoting and establishing a serious and uninterrupted exodus from this country to ours has made such progress that nothing save gross mistakes or mismanagement can stop the natural development of French emigration to Canada.

With due credit to the cordial and courteous help received from the London agency in all matters of service, and with thanks also to the department for prompt attention given to all subjects I have submitted to consideration, I remain,

Your obedient servant,

PAUL WIALLARD.

No. 9.

REPORT OF D. TREAU DE CŒLI.

(Appended to High Commissioner's Report.)

ANTWERP, BELGIUM, June 30, 1906.

To the Right Honourable LORD STRATHCONA,
High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit this my annual report for the year ending June 30, 1906.

The great success obtained by the Canadian pavilion at the exhibition at Liège, has called the attention of every one to Canada. Visitors had never dreamed that this country could give such crops of grain, fruit, &c., nor that the soil contained such invaluable richness. After the close of the exhibition more information was eagerly demanded. This encouraged me to give a great number of illustrated lectures to farmer clubs, school teachers, popular universities and other societies. In most cases an extensive advertising was done and large and commodious buildings were provided, all free of charge. The notabilities of the place always attended these lectures, mostly presided at them, and the press rendered the most eulogistic reports.

In September, 1905, a 'Congres d'Expansion Mondiale' was held at Mons, I attended it as one of the members, and I am pleased to state that a great deal of attention was given to Canada, as one of the countries offering the greatest advantages to emigrants, and that at the meeting of September 27 a vote of thanks was tendered to the agent of Canada in Belgium, for the gift of a certain number of books and geographies relating to the Dominion. As a consequence of this congress, and acting upon its suggestion, a large number of teachers and principals of high schools have written me for a supply of maps, pamphlets, &c.

The geography of Canada is now taught in 284 public schools in Belgium, and lectures are often given in different high institutions, to which I willingly give my lantern and the views. This movement is officially encouraged by the school inspectors and others, and I expect the best results from it.

There has been a decrease of correspondence, no advertising having been done; notwithstanding this the number of emigrants has sensibly increased; while the statistics of 1904-5 give only 796 emigrants, the returns for 1905-6 will certainly show that 50 per cent might be added to last year. I shall, in a few days, send the statement of the shipping agents.

I am in correspondence with quite a number of Belgians in Canada, and I can safely state that every one of them feels satisfied, and I receive continually the most encouraging letters, which I communicate to their friends or countrymen, giving these ample proof of the great advantages Canada offers to the sober, industrious and courageous worker.

I am confident that the difficult period of the emigration work in Belgium is over, and that a continual increase of the well-to-do farming class of Belgian emigrants is now guaranteed.

Your obedient servant,

D. TREAU DE CŒLI.

OPERATIONS IN THE UNITED STATES.

REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES AND PRESS AGENT.

DEPARTMENT OF THE INTERIOR,
OTTAWA, August 4, 1906.

The Superintendent of Immigration,
Ottawa.

SIR,—In presenting you with my ninth annual report, it is with pleasure that I direct your attention to the official report of the department, which shows that the immigration to Canada from the United States during the fiscal year just closed, was 57,176 persons. This is very gratifying to those who have had the direct charge of this part of the work. The prospects for the ensuing year are exceedingly bright, and it would not be surprising if from the United States the figures for 1906-7 amounted to 70,000.

When it is realized that these form a class of active, industrious workers, whose knowledge of farming has been gained upon the prairies of the Western States, where the conditions are so similar to those of our own prairies, and that, in addition to their practical worth as farmers, they have brought with them a large amount of money, stock and personal effects, it becomes difficult to place an estimate on their value to the country which will not be put at too modest a figure.

AGENTS SATISFACTORILY LOCATED.

Your attention is called to the fact that in every portion of the territory in which the agents of the government have been working there has been a considerable increase in the number that have gone forward. This is evidence that in the location of the agents such judgment has been used as admits of no suggestion of any change. The agencies recently opened in Washington (state) and Montana and also in Pennsylvania have been doing good work, while farther east our interests have been carefully looked after, and good results are now following the establishment of the office at Boston.

EDUCATIONAL WORK.

To-day there is scarcely a state in the union that is not contributing to the empire building that is going on in western Canada. From Maine to California, and from the Dakotas to Florida a system of education has been carried on, larger and greater of its kind, than has ever been carried on before by any country. Of the classes that it is intended shall be reached there are very few that have not received their first lesson on the resources and possibilities of Canada, especially that portion lying west of the great lakes.

This education is carried on in different ways; by means of specially prepared literature, well illustrated and attractively printed, and advertisements are inserted in

the papers likely to reach the classes wanted on our agricultural lands. Following are examples of our advertisements:—

$16.00 AN ACRE

in Western Canada

is the amount many farmers will realize from their wheat crop this year.

25 Bushels to the Acre will be the Average Yield of Wheat

The land that this was grown on cost many of the farmers **absolutely nothing**, while those who wish to add to the 160 acres the Government grants, can buy land adjoining at from $6 to $10 an acre.

Climate splendid, schools and churches convenient, railways close at hand, taxes low.

Send for pamphlet "20th Century Canada" and full particulars regarding rate, etc., to Superintendent of Immigration, Ottawa, Can.; or to the following authorized Canadian Government Agent

MIXED FARMING

Wheat Raising Ranching

Three great pursuits have again shown wonderful results on the

Free Homestead Lands of WESTERN CANADA

Magnificent Climate—Farmers plowing in their shirt sleeves in the middle of November.

"All are bound to be more than pleased with the final results of the past season's harvests."—Extract.

Coal, wood, water, hay in abundance—schools, churches, markets convenient. This is the era of $1 wheat. Apply for information to Superintendent of Immigration, Ottawa, Canada; or to the following authorized Canadian Government Agents:

Twenty-five BUSHELS of WHEAT to the Acre

means a productive capacity in dollars of over

$16 per Acre

This on land, which has cost the farmer nothing, but the price of tilling it, tells its own story. The

Canadian Government

gives absolutely free to every settler 160 acres of such land.

Lands adjoining can be purchased at from $6 to $10 per acre from railroads and other corporations.

Already *175,000* farmers from the United States have made their homes in Canada.

For pamphlet "20th Century Canada," and all information apply to Superintendent of Immigration, Ottawa, Canada; or to the following authorized Canadian Government Agent:

When space can be secured at state and county fairs, exhibits showing the grains and grasses grown in Canada are arranged and placed in charge of competent men who are able to impart information about the country, quote railway rates and designate routes. In some districts lectures are delivered; in special cases it has been found necessary to bring some settler back to his old home to tell his friends and neighbours of his success; it frequently occurs that a useful plan is to send delegates to look over the country and report.

These methods are not new, and the only reason for their continuance (and it is the very best), is that in the past they have been successful.

Besides the placing of exhibits at the fairs just spoken of, and which are looked upon as an annual event in several of the states, some of the boards of management feature the Canadian exhibit as one of the attractions. Splendid work was done during the year by the Agricultural Department, in the installation of an exhibit at the Pittsburg exposition. Advantage was taken of this to distribute literature to the crowds that were daily in attendance. Already the influence of this work has been felt and we look for much greater results. Pennsylvania is now looked upon as a good field for immigration efforts, and in order to further facilitate the work there an attempt was made last year to secure the co-operation of the large and influential body of writers forming the Pennsylvania Editorial Association, but without much success

until during the spring months of 1906. It was only then that the vote of the association was secured in favour of making a trip through western Canada. As a result, at the time of writing, one hundred and seventy-five Pennsylvania editors, in their special train of five Pullmans, are being shown through the farming districts of our west. I look for a lot of splendid editorial correspondence from the pens of these members of the fourth estate. Their work will be followed up by the personal solicitation of our agents.

It has not been considered advisable to make any changes in the method of advertising. The plan adopted in the early stages of the work, which has brought the number of settlers up from less than a thousand to nearly sixty thousand in the space of nine years, has been considered good enough to adhere to. No other plan can be submitted that would be more effective.

The country weekly and the farm journals are the principal mediums used. It is found that they reach the class of people mostly desirable as settlers. The city daily and magazine have not been used to any extent, not being found as valuable for reaching the farming public as the others just mentioned. Nearly 7,000 newspapers were contracted with. Only such were used as circulate in the districts in which it is considered advisable to operate, and no advertising is carried during a portion of the summer months, nor in the Christmas holiday season. In the past year advertising was placed in the newspapers at an earlier date than previously, and the results have justified the change. The advertising that has proved so successful should, I think, be continued even more vigorously than ever. It is hardly necessary to point out that advertising has been the keynote of the increasing success that we have been able to chronicle year after year. Canada has great possibilities, its agricultural resources are the best, but to become known and appreciated they must be advertised.

OPPOSING INFLUENCES.

There are a great many opposing influences now operating and which cannot be ignored.

Various state organizations have been brought into existence for the purpose of retaining their people; newspapers have been subsidized to publish articles detrimental to Canada; holders of large tracts of land in different parts of the States, especially in the south and west, have at their back the combined influences of railroads. All these factors are felt, as they carry on a propaganda of advertising that was not attempted a year or so ago, while their agents are scattered everywhere. The literature they distribute is in the best style of the printer's art, attractive and 'catchy,' thus making it necessary for us to present the very best that can be procured. It has been found that 'Twentieth Century Canada,' issued by the department, is well received and favourably commented upon. In fact our literature has always been of a high class, and so popular that in many cases it has been used as text-books in the schools. In this connection it might be interesting to append the following references to it. The British Vice-Consul at Port Townsend, Washington, says, in thanking the department for copies of 'Twentieth Century Canada': 'the colour work, subject-matter and appearance generally are far in advance of anything I have seen. I have no doubt that your enterprise, as evidenced by these publications, will redound to great benefit to your country.' A prominent lawyer of Paterson, N.J., says: 'A friend sent me last year one of your illustrated pamphlets, exhibiting the attractiveness of the Northwest for immigrants. It was one of the most beautiful publications, typographically, that I have ever seen. If not too much trouble I would like to have two or three copies to send to friends in England.' (I trust this digression may be pardoned, while I refer again to some of the opposing influences referred to in opening this paragraph.)

The opening up of large tracts of land suitable for irrigation has the assistance of the United States government, and with the extensive advertising that is given them the probable mover has a choice between these lands and the lands in Canada. In addition to this, there are the Indian reservations, which are being opened up from time to time, another element added to the difficulties of securing people for Canada.

As I write I have before me a report that in one day of last week one thousand homeseekers passed through Sioux City, South Dakota, on their way to the vacant lands in that state. The information is also given that trains are being run in two sections, so great is the rush. It is stated that 1,000,000 acres of government land will be opened up there very shortly. Then there are Texas, Mexico, Colorado, Wyoming, and other western states, with land, whether good, bad or indifferent, upon which people are being asked to settle. Thus it will be seen that everything is not coming Canadawards.

The rapidly increasing price of farm lands in Canada prevents many of a certain class from going. This, however, is not as great a difficulty as might at first appear. The resources of the Canadian west are great, the fertility and productiveness of its soil are being made known by every available means, and the thoughtful and prudent realize that even the present enhanced figures are low, and give opportunity for good returns from the investment.

Even with the conditions as they have been outlined, it will be possible to show a very satisfactory increase in the results of our work during the present year, if the plans as they have been pursued are followed up with the vigour and earnestness which have been the keynotes of the past.

The correspondence at the head office and also at the various agencies, together with the number of callers at these agencies, show the interest that our efforts have created. But greater than all is the evidence found in the figures showing the influx to Canada during the past year.

AGENTS' WORK IS SATISFACTORY.

It is again my pleasing duty to be able to say that the work of the agents has been highly satisfactory. They are uniformly courteous in the treatment of those seeking information, and, as it often happens personal attention is required by the man about to move, so that he may get his effects properly packed and shipped, the agents prove to be very valuable in rendering the assistance that their experience has taught them is necessary.

EXTRA HELP REQUIRED.

In some of the offices the correspondence has been so great that it has taxed the energies of the small staff to take care of it. Extra help has had to be secured from time to time, and by this means it has been possible to come through the year with little cause for any complaint.

During the year it has been found necessary to increase the staff in the eastern states, where some considerable portion of the work consists in the repatriation of those who went there some years ago. This is fairly successful.

Special efforts are made amongst the French Canadians, the Scandinavians and Germans, and agents able to speak the different languages have been employed.

Your obedient servant,

W. J. WHITE,
Inspector of United States Agencies and Press Agent.

SESSIONAL PAPER No. 25

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, MANITOBA, July 1, 1906.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa, Ont.

SIR,—I beg to submit the following report in connection with this branch of the department for the fiscal year ending June 30, 1906, and to anticipate the various reports made by immigration agents, land agents, land guides, interpreters and others, by recalling the still increasing volume of business which has been thrown upon the officers of the staff during the past twelve months, a duty which has been in every case cheerfully performed, and I am assured, with general and mutual satisfaction to the immigrants and the public generally.

The many localities (increasing in number and extent from year to year) which have received so many new arrivals in the past continue to receive the friends of those already established on the land, thereby more closely settling these various districts; but the past twelve months has been marked by the extraordinary distances which thousands of new settlers have travelled from railways in their desire to secure a portion of the free domain of Canada. It is a matter of easy calculation that to secure for the homesteaders alone railway accommodation not more than ten miles from their land, would require the construction of not less than 1,300 miles of new railway.

This rapid and wide extension of new settlements has rendered the work of the office and outside staff much more complex than in previous years, as we have felt the responsibility placed upon us of seeing that no persons get beyond the influence of recognized authority, and thus leave themselves liable to possible vicissitudes and hardships which might, on publication, do serious injury to the immigration propaganda of the government. The details of the work connected with this branch of the public service cannot be successfully enumerated or counted, inasmuch as the diversity of human needs creates from time to time new and kaleidoscopic conditions which have to be met in a practical manner, and the way in which these multitudinous and minute duties have been performed entitles the officials of the department to considerable credit.

It is gratifying to be able to record the increase in the general immigration movement to Canada, the completed returns showing a very handsome increase in the number from Great Britain and Ireland, and the slight falling off recorded in arrivals from the United States during the previous year has been more than made up by the increased number during the last fiscal year, and if indications received in years past, and which have proven valuable, are accepted with some reserve as in the past, they clearly point to a large increase in American immigration for some years.

A most satisfactory feature during the past twelve months has been the presence of but a small percentage of undesirables, and the arrival of classes of people in every sense better fitted to make prosperous and permanent settlers in western Canada than have been received in any previous year.

The marked increase in numbers and the satisfactory improvement in financial condition and working capacity of those arriving from the old land continue to be a bright and gratifying feature of the government's immigration work, and I am pleased

to be able to report that the rapid development and opening up of the country, added to more highly organized efforts and careful generous treatment of all new arrivals, have, I hope, been carried out to the satisfaction of all concerned. Generally speaking, the situation of the labour market has changed very materially, and while the department is, of course, able to guarantee work for any one desiring such on a farm at any time of the year, there is now a condition which requires more help by way of farm labourers than we have been receiving for some time past. The wages offered by farmers have increased during the last few months forty and fifty per cent, for temporary employment, and with the prospects of immense demands for men on railway construction the present condition of western Canada presents a very desirable opportunity of showing to the world outside, and those desiring to emigrate, that conditions warrant their emigration.

The number of arrivals from Wales is not anything like what we would desire to have, but we hope that the continued success of Welshmen already in Canada will prove to be an animating agency in connection with this work.

Around Lemberg, Saskatchewan, there has been a settlement of Germans originally from Austria, for eight or ten years. They are buying up more land and are preparing to cultivate to a large extent, and there is not to be found a more prosperous and thrifty people in the whole of the Canadian west. Several hundred German families have located and settled in the older district of Balgonie, largely devoting their energies to wheat raising, and being hard workers and frugal, are well-to-do. A visit to the Langenburg and Riversdale districts indicated a great improvement since the settlement was commenced, ten years ago. Some of these German and Bohemian families moved from there some years ago but have all returned and are seeking to buy land to increase their holdings as quickly as possible.

Mariahilf.—The settlers in this colony originally came from Bukowina, and began to settle there in 1892. There are two schools, both built of stone, in the colony, and a stone church seating about three hundred people. One hundred families, containing probably five hundred souls, are successfully settled here, and the original sod and log houses are giving place to good stone and frame buildings.

Neudorf.—This settlement was commenced in 1889, by settlers moving from south of Medicine Hat. There are possibly 300 families, making 1,800 souls, in this district. There are three churches and three schools. The settlement near Fishing lake has not increased in numbers because of the lack of free land in the neighbourhood. Financially the people are in good circumstances, and numerically consist of about 150 souls.

Kronsberg.—These settlers are now doing extremely well. There are about 60 families, aggregating probably 300 souls. The settlement has two good schools and church.

Strassburg.—This is almost an exclusive German settlement from Germany, founded in 1886, containing about 80 German families, with probably 400 souls.

South Qu'Appelle.—This colony was started in 1888, and has steadily increased on account of nearness to a railway station. There are probably 300 families, 1,800 souls, in the district. Five schools have been established, and the district is generally successful, many of them increasing their holdings in land by purchase.

All German settlements are making excellent progress.

It is estimated that 75 per cent of our Scandinavian immigrants have settled on land; the balance have readily found work as labourers and domestic servants at good wages. This class of settler is generally prosperous all over western Canada, and thousands more could be immediately placed at remunerative labour on railway construction or other works, if they could be obtained. A personal inspection showed that the Scandinavian settlements at Fleming, Stockholm, Percival, Kinistino and Glen Mary were very successful, and the farmers there were adding more land to their farms by buying adjoining property.

Icelanders continue to come to us direct from Iceland and from the United States. Those from the States bring with them more or less means, live stock, farming implements and household effects, and a number of last year's arrivals went to Quill Plains

district to augment the Icelandic settlement there. The Icelandic people are maintaining their excellent reputation for working hard and saving up their means, which enables them to settle on a homestead at an early date. Some engage in business, and their success in educational achievements is very marked. The settlers in the Icelandic colony at Thingvalla, Saskatchewan, arrived about eighteen years ago, with little means. They are now found to be in comfortable circumstances, many of them having acquired a whole section of land and built dwelling houses, granaries and barns. The country is well adapted for stock raising, and considerable dairying is carried on, there being a first-class creamery at Churchbridge station. Three of the settlers have, in partnership, purchased a first-class threshing outfit. It is estimated that about 500 persons of Icelandic nationality are settled in this district.

The number of Swiss arriving during the past year has been disappointing, as they are such very desirable people.

Davidson, Saskatchewan, has a small colony of Dutch and Belgian settlers, rather widely distributed. As these people only arrived there last year, they have had no opportunity of proving what they can do, but they appear to be satisfied with their present home and prospects, and are sending for a number of their countrymen. Some smaller scattered communities of Hollanders are succeeding. The start is difficult for them, but they readily adapt themselves to the new conditions afterwards.

Very few of the Hebrew immigrants of the past year have settled on land permanently, but persist in remaining in towns or peddling goods about the country. For this reason they cannot be classed as likely homesteaders or extensive producers in an agricultural country like western Canada. A small colony of Hebrews has been settled in township 19, range 1, W.P.M. The district of Wapella contains some of the best Hebrew farmers in the west, their land under cultivation ranging from 75 to 250 acres on their respective farms. These people go in for mixed farming, and that portion of their land which is not cultivated is fenced for pasture purposes.

In the Roumanian colony in townships 20 to 24, range 15, W. 2 M., there are 24 families, with probably 150 souls. They have been on the land about two years, having started with practically nothing; they now have comfortable houses and are a thrifty class of settlers.

A settlement of Galicians lies between Camrose and Bawlf, on the Wetaskiwin branch of the Canadian Pacific Railway, and Vegreville, on the main line of the Canadian Northern Railway, conveniently known as the Camrose colony. The majority of these people appear to be well fixed and prosperous. There appears to be danger from summer frosts in this locality; this and the low price paid for wheat were the only two serious drawbacks these people had. The Galician settlers on the south slope of the Riding mountain, known as Rossburn and Shoal Lake colonies, appear to be the most prosperous and advanced of the Galician colonies in Manitoba. The soil is excellent, though on the surface at some points stony and badly broken. An inspection of the Galician settlers in the Teulon and Gimli districts shows about 600 heads of families resident therein. They appear to be fairly prosperous and are quite happy and contented. A number of these settlers are hauling cordwood into Teulon and Winnipeg Beach stations. At Rosthern the people are enjoying great prosperity. Most of them have three, four or more horses, from 10 to 20 head of cattle, &c., and many of them have 50 to 100 acres under cultivation. It is reported that the Galician people sold at Vonda station, on the Canadian Northern Railway, 200,000 bushels of wheat in one month. The Galician settlement in the Edmonton district forms a striking illustration of the advantage of successful settlers writing to their friends. The first nine families came from Galicia in 1894, and settled near Star, not far from Edmonton, and nearly 20,000 souls are in this district to-day; many of them have from 20 to 200 acres under crop, and from 10 to 100 head of live stock. The yield of wheat was good in quality and quantity, ranging from 15 to 25 bushels to the acre. All other Galician settlements are continuing to progress, and the men are in great demand for railway construction.

The number of Hungarian immigrants has been about the same as last year, but the financial standing has been better, since the greater number arrived from the United States, where they had worked and had saved some money before coming to Canada. These people come with the general intention of farming, and are unhappy when obliged, on account of poverty, to remain in towns in order to earn money to go on their land. Several new colonies have been established within the last twelve months, over 40 settlers having gone southeast of Winnipeg to Woodridge, and more are joining them. A new colony has been started northwest of Touchwood hills, with about 50 homesteaders. The colony of Esterhazy, being the first Hungarian settlement, is very prosperous, and these original settlers are hiring considerable help to enlarge their operations. The Stockholm settlement, four years old, is exceptionally prosperous. The Hungarian colony 15 to 25 miles east of Rosthern has only been founded about three years. The people are well satisfied with their present conditions, and being some distance from a railway have done more mixed farming than wheat raising. There are possibly 100 families in this settlement. The Hungarian settlement at Otthon has about 60 families, and Beaver Hills about 40. The former is a settlement twelve years old, the latter not over six years. Both are some distance away from a railway, and grain growing is not very profitable as yet. Many of them have large herds of cattle. With the advent of the Grand Trunk Pacific Railway this will prove to be among the best settlements in the west.

IMMIGRATION ACCOMMODATION.

The Dominion government has erected and maintained immigration halls at Winnipeg, Brandon, Saskatoon, Lethbridge, Moosejaw, Yorkton, Qu'Appelle, Dauphin, Regina, Rosthern, Prince Albert, Calgary, Strathcona, Craik, Davidson, Duck Lake and Lloydminster, and have rented for the same purpose buildings at East Selkirk, Saltcoats, Ponoka, Innisfail, Lacombe, Edmonton, Prince Albert, Battleford, Leduc, Stettler, Daysland, Virden and Elkhorn, and at other points where necessity arose temporary accommodation by way of tents has been provided. In view of the rapid construction of railways reaching into newly opened districts, further immigration buildings will be required to meet the necessities of the spring of 1907. It is the intention to close certain of the buildings hitherto used, as the tide of immigration passes beyond them.

EMPLOYMENT.

Five hundred and three applications for married couples were received at this office during the fiscal year, but we have found it impossible to fill all the applications received. We readily found employment for those without children, and there has been no real difficulty in placing willing working people, even with small families. Seven thousand three hundred and fifty-six individual applications with stated wages, and 1,501 general applications were received from farmers for farm help, and no difficulty has been experienced in distributing new arrivals. As a matter of fact, at no time has our supply of help been equal to the demand. Seventeen thousand seven hundred and forty-nine harvest hands entered western Canada from the east for the harvest season of 1905, and were distributed as follows:—

By C.P.R. main line	5,853
West Selkirk branch	6
Deloraine branch	2,983
Glenboro branch	1,205
Arcola-Regina branch	765
Brandon-Estevan branch	1,826
Emerson branch	111
Teulon branch	26
Yorkton branch	636

Rapid City branch	48	
Brookdale branch	30	
Miniota branch	134	
Lenore branch	77	
Pheasant Hills branch	158	
Prince Albert branch	855	
Portal branch	359	
		15,072
Canadian Northern points—		
Brandon and Hartney branch	801	
Emerson branch	43	
Carman branch	56	
Main line west	255	
Portage la Prairie and Carberry section	3	
Clanwilliam branch	3	
Glensmith branch	11	
Swan River branch	94	
		1,266
		16,338
Hired through government and other employment offices		1,411
		17,749

Of these 4,834 declared their intention of remaining in western Canada.

CORRESPONDENCE.

During the past twelve months 29,364 letters have been received, and there have been sent from this office 2,336 registered letters and 32,968 not registered.

HEALTH OF IMMIGRANTS.

The large number of arrivals has necessitated continuous care on the part of our medical officer, and frequently two and three visits a day have been made throughout the various buildings. During the year medical attendance was given to 194 cases of sickness, of which 42 were cases of measles. Four children died from inflammation of the lungs following measles. During the year 71 certificates were given recommending deportation of undesirable immigrants. During the past year incoming immigrants have been exceptionally free from infectious and contagious disease, and it is hoped that the proposed change of part of the immigrant hospital for isolation purposes will be immediately carried out, so as to be prepared for any emergency which may arise.

TRAVELLING IMMIGRATION AGENTS.

Arrivals by train are checked by ten officers who personally secure necessary information for our records. All have been busily engaged with the increased immigration. Our travelling agents at Port Arthur and meeting trains from eastern Canada note an increased number of people from the old country, and a large increase of the agricultural class from Scotland. The extent of the movement from Ontario and other points in eastern Canada to the west has been greater than previous years, and during the months of March and April, 1906, over 2,000 cars of settlers' effects passed westward. The railway company have furnished immigrants with hot water for making tea, &c., at divisional points, without charge. This has been much appreciated, but our agents exercise continual care to see that the trains carrying immigrants are kept in a thoroughly clean condition, and an abundant supply of good cold water is provided.

Dozens of steam ploughs can now be seen in operation along the Soo line. Fine homes are being put up on the farms; also large granaries; indicating the entire confidence of the people.

The coal mines in the Estevan district tributary to this railway are working at their full capacity, and the output is more than double any previous year. Land values are still increasing.

On April 24, 1906, it was deemed advisable to place an agent at Fernie, B.C., to check the trains carrying settlers east of the Rocky mountains, from points in the Northwestern States. With few exceptions these people were going to Alberta and were desirable people in every sense. It is noted that a number of miners who came to Fernie from Scotland in June of this year have failed to get work, and left for the United States.

One hundred and seventy-eight cars of settlers' effects were received at Lethbridge, Kootenay Landing and Fernie for points in Alberta. Apparently all these cars passed through Macleod.

DISTRICT REPORTS.

EAST SELKIRK.

At the beginning of last July, 45 persons were detained in the immigration hall, 24 of them suffering from measles and pneumonia. During the first six months of 1906, only 49 persons received accommodation in this hall, and as the indications point to the tide of immigration having passed this point, this hall is being closed.

Our agent collected and cured in the immigration hall at this point a very large quantity of clover and grasses and peavine for exhibition purposes.

PORT ARTHUR AND FORT WILLIAM.

The new arrivals have been more independent of government agents than usual, owing to the fact that plenty of work can be had at good wages. A most excellent class of settlers is going into the Rainy River district, and better results could be secured if the provincial government could have more townships made available by survey. The White Fish valley, on the Duluth branch of the Canadian Northern Railway, has made great development, and there is now a settlement extending from Stanley junction to Silver mountain, a distance of 40 miles, and at least 7 miles wide, taking in the entire valley. School-houses have been erected and industries established. The crop prospects, so far as can be learned in these somewhat widely distributed settlements, are good, and, generally speaking, mixed farming is successful.

BRANDON.

This is the centre of one of the oldest districts in Manitoba; the labour bureau attached to our immigration hall at this point has been very extensively used by farmers from the surrounding district in order to secure help of various kinds; but such has been the demand, that we have not been able to supply all their needs during the past year. Indeed, this is the story throughout the whole of the west, plainly showing that there is no difficulty in the government carrying out the guarantee of employment on farms to any number of willing workers. This district continues to be one of the largest producers of wheat, and the acreage is from 15 to 20 per cent more than any previous year. Conditions of the crop could not give better promise than at the present time.

VIRDEN.

This being the centre of a very large and prosperous farming district, absorbed no less than 1,719 labourers during the past twelve months. It is estimated the crops will require 500 harvest hands this year, as there is an increased acreage—probably 15 per cent. Four hundred and five thousand bushels of wheat was sent out from this point by the Canadian Pacific Railway Company, and fully 100,000 bushels is still in store. Adding to this the wheat shipped from Canadian Northern Railway points south of the town, it will probably make a grand total of 680,000 bushels of wheat shipped from the Virden district. A well established brickyard, making a good quality of brick, has been busily engaged throughout the year, shipping 216 carloads. From this point 35 cars of live stock were exported; 36 cars of horses were sold here, and the dealers in town received 125 cars of lumber, 9 cars of hardware and 11 cars of cement. Twenty cars of settlers' effects were unloaded at Virden, and there is a general desire to increase the acreage under crop by breaking more land this year.

MOOSOMIN.

The homesteads in this district being largely taken up, new-comers have been purchasing vacant or improved land, at very reasonable prices. Our agents' interviews with them indicate appreciation of this particular district. They have first-class crops, and are making headway. Many from the United States purchased land, and brought personal effects of great value. As an indication of the increased value of real estate, wild lands are now selling at from $8 to $14 per acre, and partially improved farms $15 to $27 per acre. Twenty-five cars of settlers' effects were received at this station, and the indications are that a number of farm hands will be required for the harvest and next year's operations. Fifteen per cent increase is estimated for this year's crop.

WAPELLA.

This being an old settled district, the homestead entries are not very numerous, but the crop area has increased about 10 per cent, and is in excellent condition.

QU'APPELLE.

Owing to the tide of immigration having passed this point, the government has sold the immigration building, and our offices have been closed, but a number of settlers with means to purchase land, are continually arriving, and the district is improving rapidly. The crop conditions indicate that there will be a scarcity of labour for the harvest, and this condition is likely to increase from year to year, as a larger area is being broken up from time to time in this very desirable locality.

The same remarks apply to Indian Head, which has become famous as a great wheat centre, and in consequence land values are fully as high as in any part of Manitoba.

REGINA.

Three thousand two hundred and ninety immigrants were accommodated in our buildings at this point during the past year, consisting of British, 971; Germans, 967; Austrians, 79; Americans, 495; Canadians, 355; Norwegians, 239; Galicians, 68; Roumanians, 51; Russians, 31; Swedes, 18; Icelanders, 14; Swiss, 12. It is estimated that 70 per cent of all arrivals were well supplied with means to go on farms, the balance seeking labour. Not many cars of settlers' effects are unloaded at Regina, but it is an important junction point for the Prince Albert branch, and there passed through Regina since the beginning of 1906, 1,451 cars of settlers' effects, indicating the rapid settlement of Saskatchewan. The crops in this district are most promising, and the acreage is increased by 50 per cent. The city of Regina is taking its place as the provincial capital, and business and municipal development is very marked.

MOOSEJAW.

This district is experiencing the general prosperity which has settled over the Canadian west, and good homesteads within a radius of 20 to 25 miles of Moosejaw are few and far between; but with the extension of railways there would be no difficulty in providing for new-comers. A conservative estimate shows 100,000 acres under crop, and hundreds of harvest hands will be required to assist in taking the same off this year, if present conditions continue. The class of new settlers appears to be far above the average, and assists in making Moosejaw city an important point, the town itself having many branches of industry which are very successful. Twenty carloads of settlers' effects have been unloaded at this point. The general outlook of the city and district is good. A number of investors with capital have purchased real estate, and large quantities of land have changed hands at greatly increased prices.

WILLOW BUNCH.

The past winter was mild, with little snow, and all kinds of stock came through in good condition. Spring opened early and grass made a good start at the beginning of April. People are progressing and therefore contented. The prices for live stock and wool are good, and the hay crop will be above the average. This district is now receiving extensive attention, and incoming settlers are frequently seen prospecting the district. About 125 homesteads have been located since the beginning of April, the settlers coming mostly from North and South Dakota and from Ontario, and if the prospective railway through this district is assured, a very large increase may be early expected. Little grain has been sown owing to the long distance from a railway, but a good many of the new settlers will be breaking their land this year.

HERBERT.

This is a new settlement on the main line of the Canadian Pacific Railway, in a district which until a year or two ago was generally considered within the semi-dry belt, but has now a large number of Mennonites from Manitoba and other parts, rapidly increasing in number by the arrival of their friends. The first year very little grain was sown, but the result was good. In 1905, 2,000 acres were in crop, from which 45,000 bushels were threshed. This year about 8,000 acres have been placed in crop, and the prospects are promising. The price of wild lands for sale has increased from $6.50 per acre last year, to $10 per acre this year. Five school districts have been organized, and others are in course of formation. About 100 carloads of settlers' effects have been unloaded at this point, and over 60 carloads of building lumber arrived since last summer; yet lumber dealers are without material for farmers. This district bids fair to be one of the best in the Northwest, because those forming it have prospered and received their successful experience for the most part in Manitoba, before reaching this locality.

SWIFT CURRENT.

Large numbers of homeseekers and settlers have come into this immediate district during the past twelve months, approximately 2,500 souls, bringing with them about 300 cars of settlers' effects; Mennonites from the province of Manitoba predominating in numbers. Last year the grain was grown mostly on first breaking, and averaged 30 bushels to the acre—all the yield being needed for seed. In this district 25,000 acres will be under crop this year, with every prospect of a bountiful harvest.

MAPLE CREEK.

The past year has been one of marked success in this district, the number of homestead entries being more than double, and the class of settlers coming in and taking up mixed farming well adapted for the purpose. It is estimated that 10,000 acres is under

crop at the present time, and giving splendid promise of harvest. Horses, cattle and wool are in great demand, and prices are good.

MEDICINE HAT.

At this point and at Irvine 210 families, with 40 cars of effects were received, and homestead entries numbered 375, a large increase over the previous year. The entire district appears now to be one vast green pasture, and looks exceedingly well. The losses during the winter in cattle, horses and sheep were very slight. The farmers prepared a large acreage for crop, and with the unusual rainfall in May and June, prospects are very bright. Imported at these points during the season 424 horses, 1,195 cattle. Exported, horses, 2,720; cattle, 13,025; sheep, 13,424; wool, 252,823 lbs.

CALGARY.

The immigration passing through this gateway indicates that Alberta has received more immigrants than in any previous year, and of a better working class. Traffic from this junction point has required two passenger trains to the north and two to the south daily. During the year 1,203 immigrants received accommodation in the immigration building. Crop prospects at present are a great deal better than was expected early in the spring, owing to very little snow during the winter, and some of the fall wheat having failed. This wheat appears to be gaining rapidly in popularity, and it is estimated that there is 50 per cent more under crop than in the previous year. Oats could not look better; in fact all spring grains are in the best condition. The total acreage sown this year has increased over 1905 by 100 per cent. There has been plenty of rain, and farmers are well pleased with the prospects. The hay crop will be good, and cattle on the ranges never looked better. Horses are in good demand, and are bringing good prices. A good span will bring from $300 to $350, and some as high as $400. There are 43 creameries in the province of Alberta, 19 of which are operated by the Provincial Department of Agriculture. One hundred and ten cars of settlers' effects were unloaded at this point. The city and surrounding district are prospering; the difficulty now being the insufficient number of cheap houses to rent. Irrigated lands are being sold very rapidly.

KAMLOOPS.

The number of arrivals at this point is up to the average. Fifteen heads of families and 24 single men have settled within a short distance of this town in a district until recently given up entirely to stock raising. Two families came from England and 15 unmarried men from the States. If this settlement proves a success, other districts will be opened up and settled. Two cars of settlers' effects and stock came from the state of Washington and were unloaded at this point.

NEW WESTMINSTER.

In many cases holders of lands in this district have subdivided their farms for disposal to home-seekers. A large number of new settlers have come in through this point from the United States.

CARSTAIRS.

A very large number of first-class American and Canadian settlers have arrived in this district, and, added to the general development, have proved an important factor in the extraordinary growth and progress of the district. The town of Carstairs has grown to twice the size during the past year, and the construction of a rural telephone line is proceeding. One hundred and fifty cars of settlers' effects and 8,000 tons of freight were unloaded at this point. Land values range from $8 to $30 per acre, and practically all good homesteads 25 miles to the west and 75 miles to the east have been located by first-class settlers. Every farmer is breaking all he can, some of them having

as much as 1,200 acres ready for winter wheat this year. A careful estimate would place the acreage of this district under crop at 75,000. There has been an abundance of rain and plenty of sunshine, and the present condition of the crop could not be surpassed.

DIDSBURY.

Our reports show that the homesteads from range 22, W. 4 M., to range 5, W. 5 M., in townships 30, 31 and 32, are nearly all taken up, and settlement from this point east of the Red Deer river is impossible without a bridge. Twenty-five carloads of settlers' effects were unloaded this year, mostly from Iowa and Washington. Winter wheat is doing very well. Two hundred thousand pounds of creamery butter was shipped from this point during the year. Each homesteader for 40 miles east and 20 miles west is breaking land for fall wheat, and it can be safely estimated that each farmer will have not less than 15 acres, while the older settler will have as much as 100 acres in fall wheat this year, making an estimated area of 10,000 acres under this cereal alone.

OLDS.

During the year, 426 homesteads were entered for at this point, and as 218 patents were applied for, the settlement appears to be drawing more closely together. Three times more breaking has been done this year than in any previous similar period. Occasional fields have been damaged with cut-worms, but this year's crop bids fair to be a large one. General prosperity is to be noted here and in neighbouring towns.

INNISFAIL.

Although a large portion of this sub-agency was settled during previous years, 225 homesteads were taken within the last twelve months, being mostly by men with families and some capital, from Great Britain, eastern Canada and the States. Land that could be bought four or five years ago for from $3 to $4 per acre, is selling freely at $12 to $15, and some as high as $25 for land 7 miles from this town. About half a million bushels of grain was threshed last year in the district of which Innisfail is the centre. An increase of from 10 to 15 per cent is estimated for the current year. Innisfail continues to be an important centre of the dairying interest; the Innisfail creamery produced nearly 200,000 lbs. of butter. A new factory has been started 20 miles east, in a district that was only occupied by ranchers a little over a year ago. Three train-loads of steers were shipped from Innisfail this spring, in addition to what was shipped last fall. An average of two cars of live hogs per month were shipped from this point last year. Mixed farming appears to be successful. It is estimated that 50 or 60 farm hands will be required here for the harvest.

RED DEER.

The influx of settlers has been largely in excess of any previous year, and the high standard of the immigrants has been maintained. The advantages peculiar to this district appear to be an equable and balmy climate, a rich and productive soil, an unlimited supply of pure water, an abundance of timber, and an inexhaustible supply of coal. The Swiss, German, French, Finnish and other settlers of foreign extraction are also exceedingly prosperous. The trend of settlement has been naturally to the east on account of the proposed railways running east from Lacombe and Wetaskiwin. Last season's winter wheat crop was very satisfactory, much of it going as high as 55 bushels to the acre, which was disposed of to the home market for seeding purposes, at prices ranging from $1 to $1.30 per bushel. About 50 per cent more ground was sown in winter wheat last season than the previous one, and while early in the season prospects were not very promising, especially on high ground, conditions have materially improved. During the past twelve months 3,859 homestead entries were granted in this land district, being an increase of 1,744 over the previous twelve months.

BLACKFALDS.

This district has received a fair number of new settlers during the past year, many of whom have means to buy lands, and the improvement in buildings on homesteads is noticeable. The crops appear to be better than last year, and if no unforeseen setback occurs, our agents report, the crops will be excellent in quality and quantity. This new district is like many others, and for the first time is likely to experience the need of outside help for harvesting operations. Forty-six carloads of settlers' effects were unloaded here during the past year.

LACOMBE.

This is a junction point on the railway from Calgary to Edmonton, and with the proposed early construction of the Canadian Pacific Railway line from Moosejaw to Lacombe, should increase in importance, although in a little while the homesteads in the immediate district will be all taken up. The new arrivals are of an exceptionally good class, with ample means to make a good start. Many have purchased improved farms and railway lands. The acreage under crop is largely increased, but many of the farmers who planted fall wheat find that a quantity was killed during the winter. Good homesteads can yet be obtained from 35 to 60 miles west in the Medicine River valley, but none nearer than 70 miles east of this point.

STETTLER.

One hundred and eight homesteads were entered for at this sub-land agency during the month of May, this year, and 160 during June; this office only being opened on the first of May, 1906. A noticeable majority of the new settlers for these months were Germans, apparently well provided with means to settle on land at once. From 30 to 50 cars of settlers' effects have been unloaded at this point each month since the beginning of the year. Three hundred and forty-nine persons have received accommodation in our immigration hall. Many have already broken quite an area, and the new district will average at least 5 acres of breaking and crop their first year. The acreage under crop is estimated as follows: Flax, 600 acres; spring wheat, 3,200 acres; fall wheat, 50 acres; oats, 9,000 acres; potatoes, 550 acres. Fully 1,000 acres will be planted in fall wheat this year. This is the centre of a comparatively new district, and the town shows marked progress. With the extension of the railway eastward towards Moosejaw, the very large number of settlers who are now in that unprovided for district will have much needed railway accommodation. The French colony that came direct from France are a credit to the district and have progressed satisfactorily. The other settlers, with the exception of a few English people, who apparently expected too much, are also in satisfactory circumstances.

RED WILLOW.

Crop conditions appear to be excellent in this district. A large quantity of land is being broken up, some farmers breaking as much as 200 acres on their individual holdings, and it is difficult to find a dissatisfied settler in the district. The following are some striking instances of the fertility of the soil in this district. One field of 6 acres raised 219 bushels of wheat; a field of 17 acres raised 1,265 bushels of oats, weighing 40 lbs. to the bushel; 3 acres of barley produced 115 bushels. A 4½-acre field of wheat gave 182 bushels. One man produced 90 bushels of barley from one acre; and a 50-acre field of oats threshed out 3,800 bushels.

PONOKA.

At this sub-land agency 302 entries were made for homesteads. The amount of breaking shows an increase of 10 per cent over the previous year, and winter wheat sowing 20 per cent. There are plenty of homestead lands 25 miles west of Ponoka

good for mixed farming. Settlers are turning their attention very largely to stock and creameries, and three of the latter are now shipping from Ponoka. Land values have increased over last year, and a generally good spirit prevails.

WETASKIWIN.

There has been a steady influx of settlers into this district, consisting of the better class of Canadian and American farmers, English and Scandinavians. The homesteads in this district are practically all taken. The district itself is best known as a mixed farming district, some 3,500 head of fat cattle having been shipped from this point during the past year; and while 750,000 bushels of grain were marketed at Wetaskiwin, there is still a large quantity in the farmers' hands. The crop acreage has increased 30 per cent, and the outlook for harvest could not be improved. Hitherto there has been no lack of farm labourers in this district, because of the new immigrants arriving, but with the demand for railway construction work it is expected there will be need of help from outside during next year, if not for the coming harvest.

HEATHER BRAE.

This district is fast filling up with prosperous people. Mixed farming appears to succeed as indicated by the large number of stock in the district. A number of creameries are being built, and there is 25 per cent more land under crop than during last year. Daysland is the detraining point for this district, and has received a large number of cars of settlers' effects. The extension of the railway from Daysland towards Saskatoon has caused homesteaders to take up land fully 60 miles east of this point.

MILLET.

This point has not received a very large number of settlers this year, and our agent believes that it is caused by the lack of good roads from the town. In his report he states it is almost impossible for one to proceed west of Pigeon Lake even with pack horses, and those taking up homesteads find no means of moving in their effects.

STRATHCONA.

The records of the agent at this point show 4,742 immigrants arriving, bringing in 152 cars of settlers' effects. In some of the older localities the cut-worm did considerable damage, necessitating re-seeding. The increase in acreage in the older localities will not exceed 5 per cent, while in newer places will probably be 200 per cent. No complaints are heard from the farmers, and the district continues to prosper and improve.

EDMONTON.

As expected, the reports from this point show a very largely increased number of arrivals from all points, and most were men with experience and capital, a marked feature being fully 50 families from California, as a result of the good reports of a single family who settled near the Pembina river a year previous. A number of good Dutch farmers from Pennsylvania arrived, and their reports should result in better figures from that state in future. The number of immigrants from Germany, France, Belgium and Austria has greatly increased, making Edmonton probably the most important point in immigration matters during the past year; and as a natural consequence merchants and business men throughout Northern Alberta have bright hopes for a continuance of the present satisfactory conditions. The advent of the National Transcontinental Railway is a feature which should maintain and increase the present prosperity. Edmonton is experiencing the same conditions as some other large centres, and finds that settlers are obliged to go miles away in order to secure land for settlement at what seem to Canadians moderate prices. The Pembina River district to the northwest of this city is being particularly favoured. A large number of settlers from

Kansas and Oklahoma are settling northeast of Edmonton. This district is part prairie and part timber, with an abundance of hay and water. The area under cultivation in the Edmonton district is probably double any previous year, and farmers are satisfied with the prices they are receiving. General prosperity is written large in this district; settlement spread out in all directions; new towns springing up; new railways building and projected; weather good, and the crops excellent. There has been an increase of 50 per cent in land broken this year. Over 500 cars of settlers' effects arrived from the United States, and the live stock coming in is first-class. The rush of immigrants requiring temporary accommodation necessitated occupying the exhibition building for a short period, and it is hoped that the new immigration building, which is now in course of construction, will meet the requirements of this point for several years to come.

EDISON.

Practically all the land surveyed in this immediate locality is homesteaded. Crops are very good and are maturing early. Owing to the distance from railway communication the average crop of the 200 settlers in the neighbourhood does not exceed 10 acres.

FORT SASKATCHEWAN.

Nine hundred and twenty homesteads were taken in this sub-land agency during the past six months, by a good class of settlers with capital to make a good beginning, and most of them came from the United States. Within this district the Federal and Alberta governments have combined and set aside a park known as the 'Elk Park,' consisting of 10,240 acres, in the Beaver Hills district, comprising sections 12, 13, 14, 22, 23, 24, 25, 26, 27, 34, 35 and 36, in township 54, range 20; and sections 18, 19, 30 and 31, in township 54, range 19, all west of the fourth meridian, and it is hoped that this will tend to preserve the large game, an important feature from several standpoints. Tributary to this point is a large Galician settlement, and reports show they are succeeding wonderfully well. The young people soon learn English, and make first-class labourers for other farmers. Fifteen new school districts have been formed in this Galician settlement since the first of January, 1906. It is estimated that for every 160 acres occupied at least 30 acres is under cultivation.

WOSTOK.

The acreage under crop is probably one-sixth more than the previous year, and as fast as the settlers can secure horses and machinery the acreage under crop will be increased from year to year. This point is 53 miles from the nearest railway station, and our agent estimates that probably 350 new settlers have arrived during the past year.

WHITFORD.

This district, some distance from a railway, is rapidly filling up with good settlers, Vegreville being the nearest railway station. The crops at present indicate they will be the best on record. A large number of Galicians continue to arrive and make entry for land in this district, and practically all homesteads are entered for.

ATHABASKA LANDING.

This is a new sub-land agency which is likely to become an important point, with largely increased business, during the present year. The district is inclined to be somewhat light in soil, but the crops indicate a good return, and thus far the rainfall has been sufficient for all purposes, and is making the hay crop above the average.

LETHBRIDGE.

The total arrivals recorded at this point were 2,555, a decrease of 268. This, doubtless, has been caused by the opening up of large Indian reserves south of the

international boundary line, and the action of the United States government in vigorously prosecuting irrigation works. The spring opened in Southern Alberta with a very droughty aspect. The soil was very dry last fall, and much of the winter wheat did not come up well. Many farmers re-sowed with oats in May last, and rainfall set in, since which spring wheat and other crops have come on well. The declared destinations of immigrants recorded at this point were: to Southern Alberta, 1,329; Northern Alberta, 974; Saskatchewan, 217; British Columbia, 28, and other points, 7. They comprised the following nationalities: Americans, 1,846; British, 184; Canadians, 177; Germans, 114; Danes, 17; Swedes, 50; Norwegians, 34; French, 15; Swiss, 9; Finns, 46; Hungarians, 49; Italians, 12; Japanese, 2. Of the whole number over 1,300 were farmers, not counting women and children or farm hands. The irrigation ditches have been widened and extended 50 miles, and during the past year fully 25,000 acres of irrigable and non-irrigable land have been broken and are in preparation for crop. Land sales exceeded 300,000 acres, of which a large portion must still be in the hands of the speculating purchasers. In this large district some 30 steam ploughs are operating, and the following elevators indicate an extensive area producing crop: one at Lethbridge, one at Raymond, one at Cardston, one at Raley, two at Spring Coulee, and two at Magrath. A party of German settlers from Wisconsin arrived and broke a large acreage of land; they also produced large quantities of excellent butter which has found a ready market at 22 cents a pound. The cattle industry appears to be prospering equally as well as in previous years, and shipments were made earlier owing to the good condition of the stock. Sheep have not increased. The price paid for wool was 16¼ to 16½ cents a pound. Sheep realized from $4 to $4.50, and lambs $2 to $2.50. Hitherto about 75,000 sheep have been grazing upon the Irrigation Company's lands, but they have ordered their removal after the shearing season is over. The lumbering camps in mining towns west of this point have afforded ample opportunity for work at good wages, and there is demand for more men. The new coal mine accompanied by iron on the west side of the Belly river, 6 miles from Lethbridge, has been partly developed, and other discoveries indicate enormous areas in this district which are underlaid with coal. The beet sugar industry appears to be progressing notwithstanding competition by importation of sugar at Pacific coast points. The Raymond Beet Sugar factory produced nearly 5,000,000 lbs. of sugar during a run of two months last year; 18,000 tons of beets were converted into sugar, the producers of the beets receiving $5 per ton. Prices for wheat were comparatively low, but the yield of 28 bushels to the acre compensated for the same. During the past year 751 homesteads were taken in the land office at this point.

COUTTS.

One hundred and eighty-eight cars of settlers' effects were passed by the customs authorities at this outport, valued at $140,000.

PINCHER CREEK.

Farming is steadily progressing, notwithstanding lands within 15 and 20 miles of the town are all homesteaded, and 75 per cent of the land available for purchase has been acquired and occupied. Some of the best portions, however, suffer from lack of transportation facilities, and the acreage under wheat would be quadrupled in some districts if such facilities could be furnished. The acreage under cultivation has increased 30 to 50 per cent, and the crops are in prime condition at present. A small percentage of fall wheat was killed by prematurely warm weather in February. Conditions have been materially improved, and together with oats, roots and hay, a first-class crop is assured. If the present low price of cattle continues a few years more the cattle industry will be largely disturbed and disappear.

HIGH RIVER.

Two hundred and fifty-nine homestead entries were granted at this sub-land office, and practically all available homesteads for 40 miles east of this station have been taken up, and the same may be said as far west as the foot hills of the Rockies. The dry spell last fall and during the early spring of this year did damage to fall wheat, but many farmers sowed oats on the same land this spring. All crops are doing well. Cattle turned out well. Horses not quite so well, owing to grass coming too slow, but are now looking excellent. Every prospect of favourable predictions being fulfilled is present in this district.

STAVELEY.

The immigration at this point is very satisfactory in number and class. One hundred cars of settlers' effects arrived, and land has increased $5 per acre in price. Some of the winter wheat was killed by frost, but is turning out better than early reports showed. The prospects are good for an average crop. Wheat harvested in 1905 an average of 42 bushels per acre. It is estimated 30,000 acres are in crop this year, and conditions are highly satisfactory to the settlers.

CLARESHOLM.

Owing to the long distance from the town to the vacant homestead lands, the returns are much lighter from this point than in previous years; nevertheless, our agent reports having located 100 homesteaders, and other settlers comprising 250 good farmers, 75 per cent of these being Americans. The district has about 50,000 acres in crop, looking well. Forty carloads of settlers' effects were unloaded at this point last year, and the town itself has now a population of between 900 and 1,000.

MACLEOD.

The prospects for crop this year were never better. Plenty of rain, and fall wheat now appears to be very successful. All spring crops are looking well and there is likely to be some demand for help during harvesting and threshing. Most of the immigration to this district comes from the United States, and are men who understand farming in a practical sense. During the year 185 homestead entries were granted through this office.

REDVERS.

The prospects never looked brighter in this district for a bountiful harvest. The acreage under crop in this district will be 50,000 acres. Fifty cars of settlers' effects were unloaded, and about 200 new settlers, mostly Americans, came in during the past year. Land is rapidly changing hands at from $20 to $25 per acre which three years ago would not bring more than $6 to $10. A very large amount of new breaking is being done.

ALAMEDA.

Twenty-five carloads of effects have been unloaded at this point this year; the majority of settlers are Americans and Canadians, with a very noticeable increase of new settlers from Great Britain. There is a general air of prosperity, and already a scarcity of farm help. The crop area is 15 per cent greater than last year. The estimate in the last year's report of 25 bushels per acre was fully realized. Homestead entries for the year were 2,371, an increase of 715 over the previous year.

DUBUC.

This point is on a comparatively new branch of railway, yet over 85,000 bushels of wheat was shipped from this station last season. An increase of more than 50 per cent is expected over last year.

LIPTON.

Settlements all around this point are thriving and prosperous. The Jewish settlement situated east and northeast is expected to market forty or fifty thousand bushels of grain this year. The Hayward settlement, 20,000; Kronsberg, 40,000; Parklands, 20,000; Headlands, 12,000; while the Lipton district itself will have 20,000, all the crops being in a flourishing condition, and not in any previous year so far advanced as at this time. Twenty miles north of Lipton is a new Hungarian settlement which has little this year, but is getting a large amount of land broken for next year. These people make very good settlers. A Swedish settlement northeast do more stock raising, as their lands are more rolling. The new-comers in this district will afford ample help for the harvest.

TOUCHWOOD HILLS.

Last year's crop was taken off in good shape, the grain being heavy and of good quality. Oats appeared to be the main crop, realizing a general average of about 50 bushels per acre. All garden stuff, cattle and horses in good condition. Probably 25,000 acres of new land will be broken during the present summer. A large number of settlers have arrived, but as they unloaded their stock at so many different stations in order to reach this district, it is impossible to give the figures. Homesteads on straight prairie land are well taken up, but many good homesteads are vacant in the park country near the proposed line of railway, and which are unexcelled for mixed farming and dairying. In the north and northeast of this district settlers are chiefly Americans and Canadians, with a number of Scandinavian; and to the south and southwest a large number of Hungarians and Germans with a considerable mixture of English-speaking settlers amongst them.

'SOO' LINE.

The crops along the whole of this line, from North Portal to Moosejaw, are very promising. It is estimated the general acreage under crop is at least 25 per cent greater than in the previous year. Since the last annual report Milestone district has received the largest inflow of settlers in its history. Upwards of 200 cars of settlers' effects were unloaded at Milestone, 70 cars at Lang, and 70 cars at Wilcox siding. The new arrivals came from England, Ireland, Continental Europe and the United States as far east as Massachusetts and as far south as Kentucky. A considerable majority of the American arrivals this year are native Americans, and not American citizens of foreign descent. The area under cultivation has more than doubled during the year, and will probably double again during the present year by new breaking. Flax is still a favourite crop for new settlers on new breaking. It can safely be sown up to June 20, and a larger cash return can be secured for flax the first season than from any other grain. Approximately, 110,000 bushels of flax was shipped from Milestone last year, making this the largest flax exporting station in Canada. A factory was built at this point last fall for the manufacture of flax straw. Two thousand tons were purchased at $2 per ton. The number of large farms in this district has increased, and several farmers are working two or more sections at one time. A number of steam ploughs were working this spring, but several were obliged to cease operations on account of exceptionally wet weather. One hundred and sixty-five homestead entries were taken at this point. A notable incident of the year was the eagerness of all persons who were eligible to become naturalized, and our agent reports that careful inquiry shows that every one who has resided three years in this district is naturalized. After allowing for the new arrivals who would be available for harvest work, it is estimated that 150 additional men will be required. A number of settlers have found it advisable to go into the townships west of Estevan, and 344 homestead entries were granted during the past year. This immediate district is well settled, and a favourite one, as evidenced by the fact that 247 applications for patent were received. General contentment prevails. Conditions are generally satisfactory.

MINNEDOSA.

As most of the homesteads are taken within a large radius of this point, not many new people have arrived, and it is intended to close this agency. The crops last year were good, and this year most promising. The pasturage appears to be excellent at the present time, and the owners of cattle will benefit largely thereby. Evidence of prosperity can be seen in all directions.

RANCHVALE.

This district is very largely settled by Galician farmers who have progressed very satisfactorily, as they invest all their savings in improving their farms and buying more stock for their operations. In this settlement there are five or six threshing outfits and three or four new ones will be purchased this year. A number of these Galicians continue to work out during parts of the year and earn good wages while leaving the rest of the family at home to attend to the farm.

SALTCOATS.

The Galicians settled north of this point have very largely increased their crop area, stock is in good condition, and a considerable acreage of new land broken. The travelling dairy for instruction purposes was furnished by the provincial government of Saskatchewan, and has materially aided some of the foreign settlers in this district to improve their dairy products. All other settlers are prospering satisfactorily.

YORKTON.

The last year has been one of rapid development in this district from the farmers' point of view, the yield of grain being exceptionally heavy and prices good. The elevator capacity is altogether inadequate to meet the storage demand in the threshing season. A larger area is under crop this year, and with present prospects even the bountiful harvest of 1905 will be surpassed. It is estimated that two and a quarter million bushels of grain will pass into the elevators at Yorkton alone, and to this must be added the output of Saltcoats, Churchbridge and other points in the vicinity, so that the Yorkton district may reasonably claim to ship out 5,000,000 bushels of grain this year. During the year 2,161 homesteads were granted, chiefly to immigrants from Great Britain, which numbers will outbalance the large foreign settlements in this district. Of such settlements the Galicians appear to continue their record for diligent farming, and the residents consider them and their success admirable in every respect. In view of the fact that the area under cultivation on the farms in this district is increasing, more help will be required than in previous years. The prospects for a banner crop were never better. In every direction the smile of satisfaction is on the farmer's face; his crops and his cattle show that he is in a prosperous condition and making money. The acreage under crop is one-third more than the previous year, and every farmer is breaking more land if he can get teams for the purpose. Our agent at this point is in close touch with the Galician settlers, and reports they are all doing well, get plenty of work, and receive the best wages. This appears to be an important grain shipping point, as during the past year the elevators handled 1,360,000 bushels. Thirty-nine cars of settlers' effects were unloaded during the past year. The tide of immigration appearing to have set many miles west of this point; it is intended to close this agency at an early date.

KRISTNES.

The majority of recent settlers in this district have been Scandinavians and Icelanders from the United States, mostly from North Dakota. They are first-class settlers, used to farming and possessed of considerable means. The balance of the new arrivals are Englishmen and a few Canadians from the eastern provinces. The people generally

express their satisfaction with their present condition. Last year's crop turned out well, although considerable had been sown on new breaking. At the time of this report settlers are busy breaking up new land, and at present the crop looks better than ever. There will be abundance of hay. Work on the railway line from Sheho westward has commenced, and will be extended from 35 to 40 miles this summer.

DAVIDSON.

Over 500 cars of settlers' effects were unloaded up to June 15, since New Year's Day, 1906. More settlers came into this district from Ontario and Manitoba than during previous years, and all arriving were of the best class. The wheat crop will be almost double and looks excellent. The population of the town of Davidson is now about 500, and new and old arrivals appear to be contented and satisfied.

KENASTON.

At this station 410 new settlers arrived, with 62 cars of settlers' effects, and among these were some Slovacs from Hungary and the United States. A very large area of wheat and oats is under crop, and many townships show over a thousand acres of new breaking this year.

HANLEY.

Seven hundred and ninety-one homesteads were taken through this sub-land office, and over 300 carloads of settlers' effects were unloaded here. The arrivals consisted principally of Americans and Canadians, probably 3,000 in the aggregate. The acreage under crop is double, and an immense amount of ploughing by steam and horse-power has been done for next year's crop. Fears are expressed that there will be demand for outside labour at this point at harvest time. Old and new-comers appear to be satisfied with their conditions.

SASKATOON.

Our agent estimates over 6,000 souls arrived at this point, bringing with them 600 cars of settlers' effects. Steam ploughs can be seen at work in all directions, more breaking having been done early in 1906 than in any three previous years. The crops are looking well. The settlers are mostly Americans, English and Scotch. Many new-comers are going southwest beyond Goose Lake to Eagle Lake, fully 150 miles from a railway. Land has risen in value from $9 to $20 an acre. One thousand nine hundred and forty-three applications for homesteads were filed in this office.

ROSTHERN.

The Rosthern district is a large one, containing several large settlements of foreign nationalities, as well as English-speaking people, and possibly 4,500 new arrivals settled around this district, bringing with them 425 carloads of settlers' effects. Sixty-four thousand five hundred acres were under crop last year, and there was marketed in this district two and a half million bushels of various kinds of grain. The crop area has increased this year to 78,000 acres, and is expected to yield three and a quarter million bushels. At the time of this report the crop is in excellent condition, and for the first time in the history of this new district the present supply of farm labour may be insufficient for the harvest.

DUCK LAKE.

There has been practically no increase in the immigration arriving at this point, because the district is already well settled. Those who have come during 1905-6 are of the better class, with money enough to take up farming operations at once. The acreage under crop is increasing year by year, and in many cases two-thirds of the farm has been ploughed. One hundred and fourteen homesteads were granted through

this sub-land agency. The acreage under wheat is estimated at 25,000 acres, with 10,000 acres under oats, all in good condition. Farmers well satisfied.

PRINCE ALBERT.

During the year 1,888 homestead entries were granted, representing probably 8,000 new arrivals in this land district. The only new settlements opened up in the last twelve months are those of Sturgeon Lake and Lost River colony, the former about 18 miles north of this city, the latter some 25 miles north of Star city. A steady process of filling up the older settlements by good settlers has been going on, and the immigration arriving has been of a very desirable class. As a whole, the settlers are in a very prosperous condition owing to bountiful harvests during the past few years, the high prices ruling for wheat, and the employment furnished by large lumber industries operating at this and other points in the locality. The valuable fisheries to the north were operated last winter, and it is expected the operations during the coming winter will be largely augmented and will furnish employment for a considerable number of men and teams. The crop prospects for the present season were never better in any previous year, but there will be no special demand for harvest help, as a good many of the men employed in lumber camps are available as farm hands during the summer season, making this district an 'all year' district. A new Galician settlement has been started in the brushy country to the northeast. The number of settlers arriving was the limit of the accommodation of the immigration hall, being 520 persons during the year, consisting of 132 English, 141 Norwegians, 32 Americans, 23 Scotch, 14 Swedes, 26 Russians, 1 Belgian, 31 Canadians, 12 Irish, 20 Germans, 24 Dutch, 42 Galicians, 21 French, 1 Dane. Seventy-one cars of settlers' effects were unloaded at this station. Crops this year are looking very well, although the cut-worm seems to be damaging some oats. Work appears to be plentiful on farms and in saw-mills. The value of land in town and country has materially increased, and both appear to be desirable means of investing capital.

DAUPHIN.

General prosperity has been enjoyed throughout the district. Many thousands of bushels of wheat were shipped, and a considerable quantity delivered at local flour mills. Much attention is paid to mixed farming, though more sheep and hogs could easily be carried by the farmers. A number of well-bred animals were brought in, and the improvement in stock is marked. All farm produce secured fair prices, the demand being fully equal to the supply. A great improvement is needed in the roads and bridges. Land values are increasing, one half-section 3 miles from Dauphin town having been sold for $19,000. The district east of Lake Dauphin has been settled to a considerable extent owing to the fact that a branch of the Canadian Northern Railway is expected there at an early date, but there are still a good many lands in that locality for settlement. During the year 621 homestead entries were granted in this land district. Lumber operations during the past winter were carried on with the usual vigour. Demand for farm labour has been generally met by new arrivals. Thirty-five families and 513 men were employed by local farmers, through our agent, in this district. Thirteen cars of settlers' effects were received, but this in no way indicates the extent of development in the district, because the extension railways beyond this junction point carry immigrants and their effects nearer their ultimate destination. It is estimated that 48,500 acres are under crop, and while probably 5 per cent damage was done by cut-worms, the present indications are the yield should be 25 bushels of wheat to the acre. Hay, roots and vegetables give promise of abundant results. Live stock of all kinds is improving, and generally the district is progressing very satisfactorily.

CANORA.

The acreage under crop in this district has doubled during last year, and the increase is likely to continue, as a large immigration of American farmers with capital

has gone into this locality, and this class brings land under cultivation very rapidly. This district was favoured with good crops, some farmers reaping 42 bushels of wheat and 100 bushels of oats per acre. Wild hay and other fodder for mixed farming grows in abundance, and the settlers are now hoping that the provincial government will establish a creamery in the locality. Fifty carloads of effects accompanied 800 settlers arriving at this point during the year, and most of them were able to commence farming operations without being obliged to hire out beforehand.

INVERMAY.

The settlers arriving at this point largely consist of English and Norwegians. Twenty-five families brought 15 cars of settlers' effects. Hay may be scarce on account of excessive rain having filled the marshes. There are about 1,000 acres in crop in the immediate vicinity, but some improvement will have to be made to the roads before other settlers can be induced to go in on the large number of homesteads still vacant.

MUENSTER.

This district was first settled by some farmers from Pontiac county, province of Quebec, and has been added to by numerous good people from eastern Canada and the United States. The soil is good, good water plentiful, and pasture excellent. It is difficult in this new settlement to obtain anything like an accurate estimate of the acreage under crop, but without exception settlers are improving their holdings; shanties and tents are giving place to roomy substantial homes, and a great many carloads of live stock were unloaded at this station. Grain crops give every prospect of a magnificent harvest, for which they will have sufficient help, but their progress indicates that next year assistance may be required to take off the harvest.

HUMBOLDT.

The outlook for a good crop is excellent. Settlers appear glad to have reached this district, and they have succeeded beyond their expectation. Large tracts of land have been broken during the past year, amounting to probably 15,000 acres. The district is largely settled by German-Americans, and those who came in two or three years ago have from 80 to 100 acres under crop. One Russian from South Russia, arriving there two years ago, has 120 acres under crop this year. The Mennonite settlement south of Humboldt, started two years ago, is progressing satisfactorily, some of the individual farmers having from 100 to 150 acres under crop. It is estimated between five and six hundred homesteaders have settled on land in this extensive district during the year. Three hundred and two cars of settlers' effects have been unloaded at this point since the first of January, 1906. It is not considered necessary to send any outside help for the harvest, as many new settlers are continually arriving.

BATTLEFORD.

A great increase in the volume of business during the year has taken place at Battleford, and the homestead entries which totalled 3,618 in the very busy previous year, increased during the fiscal year now closed to 7,873. Commencing very early in the spring, or in fact while winter was yet on, a large number of settlers were daily passing through Battleford and other nearby points, on their way to their homesteads. Many of these settlers' parties were composed of Canadians and Americans, and had with them complete outfits of horses and agricultural machinery. A German colony a short distance south of Battleford has increased somewhat in numbers and continues to prosper. The general prosperity reported from year to year in this district continues, rain having been abundant throughout the whole district, with the exception of the Tramping Lake region, where some deficiency was experienced, but not sufficient to cause serious injury. The farmers disposed of their last year's grain crop at high

prices, and while the price of beef stock for export was low, the local demand caused by railway construction, and incoming settlers, compensated for this.

LLOYDMINSTER.

During the last winter not many persons occupied our buildings at this point, but commencing with February it has been fairly well filled by those who were without means to reside upon their land at once. The largest number of persons occupying the immigration building was 168, during the month of April. Most of the arrivals came from England, also some Irish and Scotch families. A large number of homesteads were taken in the district, and during the early part of 1906 a number of Swedes and Americans arrived, bringing with them carloads of settlers' effects, which enabled them to start farming at once. Eighty-four carloads of settlers' effects were unloaded. One party of Norwegians arrived from Minnesota with six carloads. They settled 30 miles south of Lloydminster, and expect to give a good account of themselves. The original Barr colonists are, generally speaking, doing well. Many of them have from 25 to 80 acres under crop. The crops in the district are in a splendid condition, and every one looks forward to a successful year. The acreage under cultivation has doubled during the past year, and farming is done on a more practical scale than formerly. Individual progress has been very marked, and it is noted that the people who came here with the original Barr colony, with practically no means, but who worked their homesteads, are to-day in a fairly satisfactory position. Since the advent of the Canadian Northern Railway through this district, Lloydminster has become an important centre for immigration, large numbers leaving the train here and seeking land in all directions within a radius of 75 and 100 miles.

VERMILLION.

During 1905 and 1906 this has been a very important point from which new settlers start for their homesteads. It is estimated that not less than 800 have arrived at this station, and have been located through government land guides during the past twelve months, and all of them were first-class settlers in every respect, with sufficient means to enable them to settle on the land almost immediately. The difficulty which was apparent in the past has been overcome by the provincial government erecting a substantial bridge across the Vermillion river at this point, thus throwing open for settlement a large district to the north which was cut off for want of this accommodation. The town of Vermillion itself is a remarkable instance of the rapidity with which towns come into existence in a new country. Being only nine months old, it has practically established within its limits every branch of commercial business found in large towns. The crop reports could not be improved upon, and in fact the farmers in this district hope to compete very favourably with Manitoba as a wheat-growing country within the next few years. The rainfall has been sufficient for all agricultural purposes. The snowfall did not exceed four inches, with almost constant sunshine; consequently the stock came through the winter in good shape. A train load of cattle shipped from this point was reported by Winnipeg authorities to be the best average trainload received in Winnipeg during the past five years. A large number of homesteads, particularly between Vermillion and Saskatchewan rivers, are yet available for those desiring the same.

SWAN RIVER.

While this district is not sharing in the remarkable inrush of settlers like other districts, yet the intervening vacant homesteads are being eagerly sought, and lands are changing hands at increased figures. The grain crop is increasing year by year; in 1904, 230,000 bushels of wheat were marketed; in 1905, 500,000 bushels, and it is estimated that at least 750,000 bushels will be marketed in the fall of 1906. The settlement known as the Fort Pelly district is attracting a great deal of interest, many new settlers having located there during the past year. The prospect of an extension of the

Canadian Northern Railway passing through this locality is a great attraction. The proposed line is from Swan river to Rosthern, a distance of 200 miles, and will open up a very fine tract of country. Fifty-eight carloads of settlers' effects were unloaded at this point, and 176 homestead entries were made during the past twelve months.

MELFORT.

Our agents at this point have not sent any better report than they do this year. From 50 to 75 per cent more land is under cultivation, and homesteads are being taken up very rapidly. One hundred and seventy-five carloads of settlers' effects from eastern Canada and the United States were unloaded here. From this point a small settlement of Galicians have settled north, and a settlement of French to the southwest. Twice as much land has been broken during the past year than in any previous equal period, and the fact that whole quarter-sections are being broken up is an indication of the stability and enterprise of the farmers. Crops are well advanced, the majority of the wheat fields being headed out at the present time, with the prospect of a harvest two weeks earlier than usual. It is estimated 50 per cent more land is under crop, and a large amount of breaking is being done throughout the whole district. Quite a number of townships contiguous to this point are all taken up so far as homesteads are concerned, and our agent estimates that 1,000 settlers have located within the limits of this sub-land agency during the past year. Sixty-five cars of settlers' effects were unloaded at Melfort, 65 cars at Tisdale and 60 cars at Star City. The majority of the new settlers are from the United States, and are very desirable.

WINNIPEG GIRLS' HOME OF WELCOME.

During the calendar year 1905, 1,531 people passed through the home, 547 were bona fide immigrants, 377 transients and 607 servants, housekeepers, &c. The immigrants, of whom 90 per cent were English-speaking, were all given twenty-four hours' free board and lodging.

GRAIN EXHIBITS.

During the past year the staff connected with this office purchased and prepared for exhibition purposes 557 large cases of grains and grasses which were forwarded to Great Britain, points in Europe and the United States, and doubtless were effective illustrations of Canada's possibilities. In addition to the above a large number of visitors passing through secured from us small samples of grain, and as in former years, we had a very extensive and substantial display of grains and grasses at the Winnipeg Industrial Exhibition, to which large numbers of visitors were specially invited, with, we hope, beneficial results. As Canada becomes more widely known, the demand for grains and grasses for illustration purposes increases, and I respectfully submit that there is no better means of advertising our capacity to provide homes for immigrants than the extension of this branch of the service.

Under all existing circumstances, and adding the inevitable results of prosperous settlement, we may confidently look forward to a steadily increasing immigration, and it will be the desire and effort of my office to continue in the special work of enabling new-comers to provide themselves with not only a living, but a chance to secure a competence in due course by their own efforts.

Respectfully submitted,

J. OBED SMITH,
Commissioner of Immigration.

REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

BRANDON, MAN., July 1, 1906.

W. D. SCOTT, Esq.,
Superintendent of Immigration,
Ottawa, Ont.

SIR,—I have the honour to submit to you a report of my work in the immigration branch from June 30, 1905, to June 30, 1906.

During July, 1905, I inspected the different colonies throughout Saskatchewan, and made a report on some districts suitable for future settlement; report dated July 3, 1905, to the Superintendent of Immigration. During the same month I investigated certain complaints where settlers had been charged an excessive rate for their equipment; report dated July, 1905. During the same month I made an inspection of matters of importance to the department at different agencies in the west; also requesting agents in certain districts to examine lands for colonization; report dated July, addressed to J. Obed Smith, Commissioner of Immigration. Report of inspection of different nationalities settled throughout western Canada, with special report on English colonists at Lloydminster; report dated July, 1905. Subsequent report on certain districts suitable for Galician settlement.

Under instructions from the deputy minister I inspected and adjusted certain matters of interest pertaining to the English colonies; full report to the deputy minister, dated July, 1905. Later I visited some districts in the interests of German colonization, with some influential German agriculturists. A complete report, with proposition to colonize submitted July 18, 1905.

I had some difficulty with a small faction of the Doukhobor community who became restless with their religious mania; report August 12, 1905.

Report August 14, 1905, on the importance of exhibiting at our local exhibitions.

Report August 14, on the general prospects in the west; the approximate yield of grain, and general prosperity among our settlers.

Report August 14, concerning the Doukhobors.

Investigation reports, including letters to Peter Veregin, leader of the Doukhobors; Commissioner Perry, Northwest Mounted Police, *re* the Doukhobor community.

According to instructions, I accompanied Mr. Arthur Hawkes, of the *London Times*, through a portion of western Canada; report August, 1905, to Superintendent of Immigration.

On August 28, 1905, a full report on the settlement of the Doukhobor difficulties.

A full report, August 28, of my trip accompanying the Agricultural Editors of the United States, through their entire journey to Western Canada, according to instructions from the department.

On September 7, 1905, an exhaustive report to the minister pertaining to the Doukhobor community settled in western Canada.

I visited the Springfield State Fair, as instructed by the department, and completed the exhibit, assisting state agent C. J. Broughton. I feel more than ever convinced that these exhibits are doing a great deal to promote immigration.

I made a full report on the Doukhobor community, giving villages and districts they occupy, with an approximate census of the different districts, on October 5, 1905.

During the same month I visited Lloydminster, accompanied by Mr. J. Obed Smith, Commissioner of Immigration. We were in a position to see much of the progress of the new settlements along the Canadian Northern. At that time, under instructions from the Deputy Minister of the Interior, I turned over to the Canadian

Northern Railway some property from the department in which they were interested. Full report dated November 4, 1905, addressed to the deputy minister.

During the same month, under instructions from the deputy minister, I supervised an investigation and inspection of the Doukhobor settlements situated in Saskatchewan, at Yorkton and Prince Albert, respectively. This work was done through officers of the Dominion lands branch, Messrs. T. Young, D. C. McNabb, White and J. Seale. After placing these officials in possession of all the information pertaining to this community, they proceeded at once with the work as outlined by the department, which occupied considerable time. In connection with this work reports were made, dated November 4, to the Commissioner of Dominion Lands, and to the different officers entrusted with the work.

I inspected the different colonies situated throughout Saskatchewan and Alberta, and submitted a full report to the Superintendent of Immigration, dated November 4, 1905.

A report to Professor James Mavor, of the Toronto University, dated November 18, 1905.

Under instructions from the Deputy Minister of the Interior, to investigate and adjust certain matters at Lloydminster, existing among the British settlers, I completed this work and submitted a full report to the deputy minister, November 22, 1905.

During December, my time was pretty well occupied in connection with the Doukhobor investigation which was going on at that time. In January, after an inspection of our settlements in western Canada, full report submitted to the Superintendent of Immigration, January 24, 1906.

Complete report on the results of an investigation made by the Dominion lands branch concerning the Doukhobors, dated February 24, 1906.

During February, I visited the United States and met a number of important delegations, in addition to a large Polish committee in Chicago, who contemplate moving fifty thousand families to Canada.

In the month of March I discussed very fully in Ottawa, with Mr. J. W. Greenway, Commissioner of Dominion Lands, many matters of importance concerning the foreign colonies in western Canada; and also features of interest in connection with the Doukhobor investigation by that branch of the department, which was then complete.

During the latter part of March and April I visited many important points in Western Canada where we were anxious to have every facility to care for and receive the large influx of immigrants arriving in the spring, and after having fully discussed the situation with Mr. J. Obed Smith, Commissioner of Immigration, had everything in perfect readiness to receive the people.

During the month of April I visited many points that were receiving a large contribution of people, to see that the best facilities were available for the care and comfort of the people and their early despatch to the lands they intended to occupy. Reports dated May 8, 1906, to the Superintendent of Immigration.

Under instructions from the deputy minister, a complete report and inspection of the Lloydminster district and town; also a report *re* Saskatchewan Valley Land Company, June, 1906.

I beg to say that in addition to the above duties my time has been occupied in looking after many matters of detail, as in the case of applications for seed grain, &c. In addition to this, there is the care and supervision required over new settlements until they are permanently established. With the great number of new-comers, many going far beyond railways, a vigilant eye is required to be kept upon the settlements until they have overcome their initial difficulties. I am pleased to observe that this has been the policy of the department, and that I can safely say that no settlement of any nationality has been established in Western Canada in the last ten years that is not to-day characterized by thrift and prosperity, and the prospect before them is a very bright and hopeful one.

We are securing with our increased numbers a very superior people, and without wishing to be invidious, I may, I think, say that no people settled in Western Canada

have made greater progress and been a greater acquisition to the country than the Austrian people. Their settlements at Edmonton, at Yorkton, at Dauphin, Pleasant Home, Stuartburn and Shoal Lake speak for themselves. They are frugal, industrious and making marked progress. We have to-day about 70,000 of these people scattered throughout Western Canada. We commenced in 1894 with 10 families settled near Edmonton, and you will observe that we have been twelve years securing approximately 70,000 people.

Considering that we have many thousands of miles of railway to construct, it must be apparent to all that a class of rugged industrious labourers who will become progressive agriculturists after assisting in the construction of these lines by doing the early rough work connected therewith, would be the greatest and best acquisition to the country. The harvest about to be reaped is an abundant one, and requires many labourers. The domestic homes in Western Canada, both urban and rural, are at a loss to secure competent help. The country is progressing rapidly. The great difficulty with which we are confronted is the labour question; wages are very high, and may yet interfere with the honest industry of agriculture. For these, and many more reasons, I would like to see thousands of labourers come to Western Canada. While I have a desire for the superior classes, I am convinced that the good honest labouring man is badly needed, and in a few years will establish himself as a producer upon our fertile lands. The great public works referred to are only in embryo yet; the consummation of these works is a long way off, and there is no danger for many years to come of any lack of work for the unemployed. Not only the public works under construction, but the great areas being brought under cultivation and the increased produce of the country will open the way for work for all.

We have vast areas yet unsettled. One year ago I pointed out that a quarter of a million souls could be settled on good land, using Battleford as a distributing point. I am pleased to note that that particular point has received a generous contribution during the past year, and still there is room. The country from Prince Albert to Edmonton, on the north side of the Saskatchewan, although a little rougher in its nature, is well adapted for mixed farming, and can be settled by people anxious to go into the diversified industry of agriculture.

In conclusion, I beg to say that as a whole our settlements are in a state of prosperity, and most hopeful for the future. The crop promises to be an excellent one, which is the most potent factor after all in promoting immigration. The good work of our agents in the United States and Europe is being felt. The touring editors who have visited Canada have been astonished at the possibilities of our wonderful country, and these, through the agency of the pen, will do effective work. The flowing tide is with us, as can be readily seen by results. The work so well begun, and so well perpetuated through a judicious policy, is telling with effect. The year has been a most satisfactory one, and there is every reason for thankfulness for the peace and prosperity of our people.

Your obedient servant,

C. W. SPEERS,

General Colonization Agent.

REPORT OF P. M. BREDT, INSPECTOR OF AGENCIES AND FOREIGN COLONIES.

REGINA, SASK., August 22, 1906.

The Superintendent of Immigration,
Ottawa.

SIR,—With reference to your letter asking me for an annual report, I beg to say that the just finished fiscal year has been a year of good progress in all the foreign colonies, more especially in the German settlements. All the new settlements in the Beaver Hills, Touchwood Hills, Last Mountain, Quill Lake and other districts are showing remarkable progress. In many of these settlements last year only a few acres were broken, and only here and there a few small sheds could be seen, but now everywhere good substantial houses can be noticed, large tracts of land are broken and well prepared for next year's crops, and the settlers feel that they are on the right way to prosperity.

There is only one German settlement to my knowledge not making as good progress as desired, and that is about 30 miles north of Chaplin station, on the Canadian Pacific Railway main line, in township 22, range 7, west 3rd meridian, but the fault is with the people themselves. These people came about sixteen months ago from Cincinnati, U.S.A. They are all townspeople, and they picked out the land for settlement and made their plans without asking anybody's advice; the result was disappointment, and about half the people left the settlement and went back to the United States. Those remaining were good people but unaccustomed to farming, and as there were hardly any old farmers around there, the district being a ranching country in the past, the outlook was not very promising for them, but many good practical farmers from Ontario and the United States have since settled among these people, and the land being good and the people willing to learn, there is no reason why they should not succeed. I have paid special attention to this settlement, and it is my intention to visit it again before winter; in fact several of the settlers have asked me by letter to see them before winter.

The older foreign settlements north and south of the Canadian Pacific Railway main line, and on the branch lines to North Portal, Arcola and Kirkella are showing a most wonderful progress. On many farms during the last year substantial barns have been erected and many of the farmers are working from 320 to 640 acres of land, and there are not a few of them who will harvest this year from 2,000 to 6,000 bushels of wheat. On the other hand there is a general desire noticeable to improve their stock, and not a few of them have spent quite large amounts of money in the purchase of good sires, both horses and cattle. Another good feature is the fact that in some districts where new villages spring up on the railroad line some of the more enterprising ones, sons of old farmers, branched out in other business and opened stores and other business concerns, and where they did not go into business at their own expense, they hired out as clerks with some English-speaking business men. All this will tend more and more to the amalgamation and assimilation of the English-speaking people and the foreigners, and in fact in these old foreign (German) districts, marriages between people of Canadian or English origin and German origin are taking place quite frequently, and my observations are such that I must say that there is hardly another foreign-born immigrant who is ready and fit to assimilate with the Canadian people as quickly as the German-speaking immigrant, and more than that, who will, after having been assimilated, become as true and faithful a citizen as he does, who not only takes an interest in the affairs of the country, but prides himself on his new fatherland. These are facts proven not only in other countries, as for instance the United States, but in our own old province of Ontario, and I should regret very much if the influx of German immigrants should decrease.

Your obedient servant,

P. M. BREDT,
Inspector of Agencies and Foreign Colonies.

SESSIONAL PAPER No. 25

JUVENILE IMMIGRATION.

REPORT OF G. BOGUE SMART, CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

OTTAWA, June 30, 1906.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my seventh annual report as Chief Inspector of British Immigrant Children and Receiving and Distributing Homes.

The duties which appertain to my position are purely sociological in character, and therefore entail a wider range than one might casually conclude. The care, training and oversight of orphaned and unbefriended childhood, and the study of child life in its various phases, are subjects of unremitting interest.

The class of juveniles sent to Canada has proved a desirable and useful addition to our population in relieving, to some small extent, the stringency in the juvenile labour market.

The method of placing and indenturing these young immigrants, with farmers, on their arrival in Canada has worked well. Should they afterwards prove unsuitable for farm work, it will then be time enough to choose other occupations for them.

There has been no curtailment in the operations of this branch of the service since I last had the honour to report.

The different receiving and distributing homes have been inspected during the past twelve months and I have appended brief reports on the operations of these agencies.

There are 13 distributing centres for children, located as follows: Ontario, 8; Quebec, 2; Nova Scotia, 1; Manitoba, 2. The majority of these homes have been established at no inconsiderable cost, and their maintenance requires a large expenditure. In these homes children are received on their first arrival and when changing situations. Amongst the children as a whole I have found a fine sense of honour. To be returned to the home is considered rather a humiliation. To the credit of the children I may say that in the course of my inspections I have found a smaller number in the homes than one would naturally expect.

In addition to a large number of children from the private and philanthropic homes in England, twelve hundred and five poor-law children were individually inspected in 1905, and reports on these inspections were from time to time transmitted to the Local Government Board at London, pursuant to the arrangement entered into with the British government. The compilation of such reports and their preparation for transmission to Whitehall involves much time and labour.

To adequately appreciate the labour necessary, and the amount of travel requisite to the accomplishment of the work of this branch, one has only to bear in mind the fact that the children are scattered throughout nearly every county in the provinces of Ontario, Quebec, Nova Scotia, New Brunswick, and in some instances, notably in Manitoba and the new provinces, they are distant from each other a hundred or more miles.

The demand on the societies and agencies for juvenile labourers reached such proportions that only a small percentage of the available places have been filled.

Notwithstanding the fact that the Department of the Interior does not undertake the placing in situations of juveniles, no fewer than 19,374 persons have made application to me for children during the year just ended. In discussing this phase of the subject, the General Superintendent of the Barnardo Homes in Canada said, 'Despite

the large emigration to Canada, which I believe has surpassed previous records, there seems no cessation in the demand for boys on the farm, and if the two hundred we had to place' (in the early spring of 1906) 'had been two thousand, there would have been a good situation in readiness for every individual of the party.' A similar condition of affairs was experienced by the other agencies in Canada.

From reports received from time to time concerning the general acceptability of these youthful settlers, I am enabled to say that with the exception of an insignificant few they are doing well. This gratifying condition of affairs relates chiefly to such of the children as have undergone a definite pre-emigration training in the homes. It has been demonstrated time and again that almost any boy or girl possessing qualities of earnestness and perseverance can reach the goal of success in Canada.

After having witnessed the real condition of child life in Great Britain, and seeing for myself the thousands of poor little children who through misfortune are thrown on the world, homeless, friendless and destitute, I can better appreciate the real benefit of the emigration of this class, whether it be to Canada, South Africa or other British colonies.

Doubtless owing to past results the child-emigration movement is gaining favour in the old country. On the occasion of my visit to Great Britain in 1905, many plans for its extension were suggested to me, such as the following: One would ask, 'May I send any of the children in my school to Canada?' My reply was invariably 'Yes, under certain conditions, first that the child has spent a definite period under training in morals, religion and industriousness. Second, they must pass a careful medical examination, and be found physically and mentally healthy, and third, when they reach Canada and are placed in homes and situations they will be carefully looked after until they attain the age of 18 years.'

I might say here that in the case of poor-law children the Local Government Board insists on the fulfilment of these stipulations, and I have yet to find any one identified with the movement who has exhibited a desire to disregard such requirements. The fact is there are indeed few, if any, engaged in this benevolent cause who have not already a thorough appreciation of the type of juvenile that is acceptable to the Canadian agriculturist.

As a reward for good conduct, emigration is by many of the authorities kept before the children during their training and equipment. From a Canadian point of view, I regard this policy as a matter of national economics, and, judging by cases coming within my personal experience, it has operated most satisfactorily. In his work on 'Child Life and Home Training,' S. I. M. Henry states that the desired result is character, and the only process by which it can be obtained is self-government. As a rule discipline by suitable reward is more effective than by penalty. No child is ever, within my knowledge, forced to go to Canada.

For the most part the home boys and girls may be found in Canada with farmers, whose social conditions may be described as (*a*) young men, just married, and starting out on their own account, and who cannot afford the expense of keeping a 'hired' man. (*b*) Elderly couples, whose own children have grown up and probably gone to the wheat fields of Western Canada, and (*c*) extensive farmers who keep a number of farm labourers, but who require a boy to do odd jobs about the house and barns.

While as yet the larger number of the girls are placed in country homes, the percentage in domestic service in Canadian towns and cities is annually increasing.

In Wales, in the southern districts especially, I learn that a demand for English home boys as farm helps has arisen. Some of the authorities, who formerly sent their children to Canada, are now sending them to Wales, chiefly, I imagine, for economical reasons, but this scheme is as yet experimental.

As has been stated by me in previous reports, juvenile emigration to Canada has not yet reached the stage of universal popularity in the old land, and many arguments have been adduced against the policy. Here, for example, is a very frequent argument: 'England is sending her best children to Canada and is retaining the physically and morally defective; and further, England is being filled up with the refuse of Europe.

We should close our ports to foreigners, and then we would have more room for our own children.'

When a child is sent to Canada the agency through which its emigration has been effected is held responsible for its proper care. In other words it stands *in loco parentis* to the child until it has reached the age of 18 years. Therefore it will be observed that a proper degree of discriminating judgment with regard to the children must be exercised. First they must be perfectly sure it is the right type of child to emigrate. It would be palpably unwise to send a juvenile across the ocean until it has been under training and discipline for a minimum period of three months. This I find to be, happily, the general policy.

During their sojourn in the homes and schools they are, as I have personally witnessed, medically examined and, I am assured, this examination is repeated at least four times during the year by a physician. Should a child show any tendency whatever to organic disease or evince undesirable tendencies it is certain of detection, and could not be sent to Canada. Time was when one frequently heard fears expressed that children tainted with disease might be sent to Canada, but the regulations of the Local Government Board, Liverpool Board of Trade, ship's surgeon, and lastly our departmental regulations, make such a contingency well nigh an impossibility.

The procedure on admitting a child to a home is first to find out what is wrong about the boy or girl and second, to know its character. The late Dr. Barnardo stated to me in this connection, 'My ladies get to know the girls and my men get to know the boys, and when they go to Canada my agents there are furnished with particulars of everything about the child for whom they must assume parental responsibility.'

A most striking feature of the work, and one which impressed me greatly during my visit to Britain, is the deep personal interest which is taken in the welfare of the individual child.

There are various methods of training poor and necessitous children in England. I was much pleased with all I saw in the private and poor law schools in this regard. In many of the homes before and after school hours the children do a considerable portion of the domestic work. The 'half time system' is good: a certain class of boys and girls attends school say in the forenoon and industrial work in the afternoon. Those who take this work in the forenoon attend school in the afternoon. In some of the schools the boys and girls receive a special training in farm and dairy work. The general training which the majority receive is sufficient to allow one to expect them to develop into a useful and industrious citizenship, should they find their way to Canada through the societies or otherwise.

In the larger or district schools, where I found several hundreds of children, I was immediately impressed by the military precision which characterized their actions. This I at once realized is quite unavoidable, as the strictest discipline must be exercised where there are such large numbers. Yet, I am happy to say the tendency in England to-day is to remove as far as possible the appearance of institutionalism and to treat the children as members of a family. Having made a personal study of child life in the old land, particularly in the ranks of those classes whence our annual immigration is derived, and after having personally followed the individual careers of hundreds of these youthful Britons on this side of the Atlantic, I am prepared to assert without fear of contradiction, that the money so liberally contributed by English philanthropists for the uplifting, training, educating and emigrating of the poor and unbefriended children has, as an investment of national and private funds, been repaid a hundred-fold. The movement is unique in that it is purely voluntary, and is conducted without appeal on the part of the government of Canada.

My visit to Great Britain afforded me an experience which has proved of much value to me in the pursuit of my official duties. I have seen the industrial training which these young immigrants receive in all its phases, and to me it would appear to be amply sufficient to qualify them for careers of usefulness in after life. My visit to Great Britain has also led me to appreciate more keenly the fact that in my capacity as Chief Inspector of British Immigrant Children and Receiving Homes in this country,

I must share the responsibility devolving upon emigration workers in the old land of seeing that these children are provided with homes wherein their moral, mental and industrial character will be moulded and developed. It is no exaggeration to say that a nobler work can scarcely engage the attention of any British or British-Colonial citizen.

The following is a statement showing the number of juveniles emigrated to Canada during the past year by some of the principal societies, and the number of applications received for children:—

Society or Agency.	Boys.	Girls.	Applications rec'd for children.
Bristol Emigration Society, St. John, N.B	41	31	118
Dr. T. Bowman Stephenson, Hamilton	102	.....	480
*'The Coombe,' Misses Smyly, Hespeler	(32)	.....	56
Miss Macpherson, Stratford	145	62	739
Church of England Waifs' and Strays' Society, Sherbrooke	88	.....	153
Church of England Waifs' and Strays' Soc., Niagara on the Lake	.....	56	396
Mr. Fegan's Home, Toronto	100	.....	(a) 500
Rev. Robert Wallace, Belleville	81	31	788
*Mrs. Birt, Knowlton	(191)	.....	943
*Mr. Middlemore, Halifax	(298)	.....	(a) 550
Catholic Emigration Association, Ottawa	320	39	824
Mr. Quarrier, 'Fairknowe,' Brockville	101	86	1,210
Dr. Barnardo's Homes, Toronto, Peterborough, Winnipeg and Russell, Manitoba	1,013	421	12,511
*The Salvation Army	20	.....	106
Total	2,532	726	19,374

* Boys and girls. (a) Approximately.

Inspector R. W. Hillyard says in his report for the year that 'In the majority of cases the children from the different homes are well and comfortably "placed" and are giving general satisfaction. Many of them are held in high esteem by their employers.

'The average Canadian farmer's home affords much comfort to these juvenile immigrants, and the training received by the boys is of great value to them in after years. Only a small percentage of immigrant children have been failures.'

The report of Mr. Thomas Cory, Assistant Inspector for Manitoba and Western Canada states:—'As regards the children that have come under my inspection during the past fiscal year, they may be described as being on the whole first-class. The character of the situations provided for them have been satisfactory, and for the most part they are indentured with well-to-do farmers.

'Their employers have given them good characters and their usefulness as farm helps is well recognized. In fact many farmers informed me that it would be hard to part with them when their indentures expire. In my personal interviews with the boys I questioned them carefully as to their treatment and satisfaction with their lot, and in nearly every instance they expressed contentment. Reports as to behaviour have been generally favourable to the boys.

'They welcome a visitor and are pleased to have some one interested in their welfare. The cause of many leaving their situations is due to inducements held out by neighbours of increased wages. Many farmers throughout the west have applied to me for boys and I am safe in saying that I could place fifty within a month. Taking all the boys I have inspected this year, to date, they are giving entire satisfaction.'

MANCHESTER AND SALFORD BOYS' AND GIRLS' REFUGES AND HOMES.

Children from these influential schools are sent to Canada each year under escort to Marchmont, Belleville, and are placed in situations and homes by the Rev. Robert

Wallace. Over fifteen hundred have already been emigrated. The efficiency of these excellent homes and schools is enhanced by the industrial training which they provide. The children receive every encouragement. Each boy is paid a wage which varies according to the work he performs. On Saturday, pay day, the lads are given pocket money, the juniors a half-penny and those attending school a penny each, and every effort is made to treat the children as entities. As a result of this policy I was immediately struck with the freedom with which the children moved about. They were very polite and conversed with me unreservedly, giving an account of their treatment and daily routine in the home. It is quite impossible, in the space at my disposal, to adequately describe in detail the training afforded the children in these homes. It is sufficient, however, to say that the training and discipline are thorough, and one may look for good results from the children selected for emigration to the Dominion.

During the last half of this present year 31 girls and 73 boys were emigrated, 44 of whom were orphans and 21 had one parent living.

I desire here to express my appreciation of the kind hospitality and the efforts put forth by Mr. Ackroyd, Honorary Secretary, and officers of the homes which facilitated my inquiries into the care and training of the unbefriended and needy children of Manchester.

FAIRKNOWE—BROCKVILLE, ONTARIO, CANADIAN BRANCH MR. QUARRIER'S HOMES.

On the date of my inspection there were no children at Fairknowe. One hundred and one boys and 86 girls have been distributed during the year.

A good system of oversight of the children is maintained, and a year of efficient work has been accomplished.

MISS MACPHERSON'S HOME, STRATFORD, ONTARIO.

On May 14, the eighty-fifth emigration party reached Stratford. Children are received in the homes in England from four years of age up to fourteen. There is no definite period of training through which the prospective emigrants pass. From Mr. James Macpherson Merry I learn that each case is dealt with according to its individual necessities. Since the death of Miss Macpherson the work inaugurated by her is carried on as heretofore by her nephews, the Messrs. Merry. Their Canadian branch is well maintained, and my inspection gave me a very favourable impression. The children in the home were neatly dressed and happy.

THE CHILDREN'S HOMES AND ORPHANAGES (FOUNDED BY DR. T. BOWMAN STEPHENSON), CANADIAN BRANCH, HAMILTON, ONTARIO.

The number of children under the supervision of the Canadian branch of the children's homes and orphanages now exceeds 300. This home, as I have previously reported, is efficiently maintained.

On June 23 there were 4 boys in residence, all of whom were found busily engaged about the house and area.

The greater number of the children are from Edgworth and Farnborough farm schools. Such practical training as I have witnessed there cannot fail to be beneficial to the children when they reach Canadian farms. The average training before emigration is five years, during which term children are under excellent influences.

THE BRISTOL EMIGRATION SOCIETY, ST. JOHN, N.B.

Forty-one boys and 31 girls were emigrated to New Brunswick during the year. They came from Bristol and vicinity and were placed, with one or two exceptions, in the maritime provinces. This society has recently arranged for the establishment of a receiving home at St. John, which has been long required.

THE GIBB HOME, SHERBROOKE, QUE.

There were only 2 boys at the home on this date, and their stay was temporary, while changing places. Eighty-eight boys from their English homes have been placed in situations during the year. The home was exquisitely tidy throughout.

CHURCH OF ENGLAND WAIFS AND STRAYS SOCIETY, 'OUR WESTERN HOME,' NIAGARA-ON-THE-LAKE, ONTARIO.

I made my annual visit of inspection to this home on November 21, 1905. There were 28 little girls here, and all were attending the private school in the home. I questioned them concerning the various routine of their studies, and their replies showed good intelligence. The home was tidy and in good order throughout.

DR. BARNARDO'S HOMES.

My annual visits of inspection to the Toronto and Peterborough homes were made on June 19 and 22, respectively.

The number of children emigrated by the Dr. Barnardo homes during the past year was 1,314, making a total emigration to Canada of 18,037.

At Peterborough two parties of girls have been received.

Since 1883, 4,320 girls have been emigrated through the agency of these homes. At present there are 2,500 (girls) under actual visitation.

From the superintendent of the Canadian agencies I learn that approximately there are 6,400 boys under supervision, of whom 609 are 'boarded out.' These statistics, however, do not represent those with whom he is in touch, as an interest and correspondence are maintained with many even after they have passed the limit of age at which ordinary supervision ceases.

There has been no variation in the zeal and efficiency of these agencies, and business principles appear to prevail in the work of the homes.

At Peterborough I inspected 50 young girls, and their manner and appearance gave me a most favourable impression as I saw them at work in the kitchen and sewing-rooms.

MARCHMONT HOME—REV. ROBERT WALLACE, BELLEVILLE, ONTARIO.

There are approximately 600 children under the supervision of this home.

During the year just ended 109 children (78 boys and 31 girls) were received and distributed under Mr. Wallace's direction.

The past year has been a successful one both as regards the health, progress and acceptability of their juvenile immigrants.

There were only 2 children in residence at the date of my visit, June 20.

The deep personal interest taken in the children calls for special comment.

THE COOMBE HOME, HESPELER, ONTARIO—THE MISSES SMYLEY OF DUBLIN.

(Formally opened December 13, 1905.)

My first official visit to this receiving and distributing home was made on June 21, 1906.

The home was originally the residence of Jacob Hespeler, the founder of the thriving town of that name. The house is a large, handsome, cut stone structure, situated on a high elevation, surrounded by twelve acres of land, and a healthier or more suitable location could hardly be found. The living rooms and dormitories are nicely furnished and afford a cheerful outlook for the children. Boys and girls received here are from the Bird's Nest and other well known training homes in Dublin and its vicinity. There were 17 boys and 5 girls in residence at the time of my visit. The boys were busily engaged at gardening, poultry raising and such employment, and the girls were being taught domestic work. It is desired to keep each party of children

here a year before indenturing them, in order that they may become familiar with Canadian ways. During their stay at the home they attend the town school. In selecting situations for the children an effort will be made to place them within a radius of 6 miles of Hespeler, under personal supervision. There are 28 boys in situations.

The Irish Protestant Benevolent Society, of Toronto, and the citizens of Hespeler have shown a kindly interest in the home, which is under very efficient management. The Misses Smyley are to be congratulated on acquiring this excellent property.

ST. GEORGE'S HOME—THE CATHOLIC EMIGRATION ASSOCIATION, HINTONBURG, ONTARIO.

This association has 1,385 children, 332 girls and 1,053 boys, under actual supervision.

Since my last inspection 187 children have been placed in situations by the honorary manager. There were 20 boys in residence at this date, all bright and prosperous looking. A number of the girls are to be found in domestic service in Ottawa. An excellent system of visiting the children is maintained. During the year the children are given entertainments and treats at the home, and much interest is taken in their comfort and welfare.

The home is conveniently arranged, and the children's quarters satisfactorily laid out.

MR. MIDDLEMORE'S HOME, FAIRVIEW, HALIFAX, NOVA SCOTIA.

On June 28 I visited this home. Two hundred and ninety-eight juveniles have been sent to Canada under Mr. Middlemore's auspices during the past year. There are at this date approximately 800 children under the personal supervision of this agency. The health of the children has been excellent, and only two deaths occurred during the year. It was unfortunate that I should have missed the superintendent of the home, who had just left on a tour of the provinces, distributing the children who had arrived from Birmingham. There were no children in the home at this date, and the number in residence at any one time during the year has seldom exceeded 4. The home has a pleasant situation and appears to be well maintained.

MR. J. W. C. FEGAN'S HOMES.

One hundred boys have been received at this home during the past year, an increase of nearly 50 per cent over their numbers of the previous year.

The total emigration to Canada from Mr. Fegan's homes has reached, approximately, 2,000.

Since my last report I have had an opportunity of inspecting the training schools at Southwark, London and Stony Stratford. The former is a well equipped industrial school, where the lads are taught various trades such as printing and shoemaking. The Stony Stratford school is for younger children. There were 115 boys in this excellent home.

The training afforded the children impressed me as being very thorough and useful. The deepest personal interest is taken in the children, and it was apparent that they responded to the excellent influences brought to bear on them. While there is no farm, for the special training of the boys, a large garden forms the area to the home and the boys are taught gardening, a training and experience which cannot fail to be useful to such as are emigrated to the Dominion.

MRS. BIRT'S HOME, KNOWLTON, QUE.

I paid my annual visit of inspection to this home on March 5. Their first party of juveniles for the year had arrived only a few hours previous to my reaching Knowlton. I was, therefore, able to make individual inspections of 62 children, 61 boys and 1 girl, of an average age of twelve years. While at the home, farmers from the various districts began to arrive to take the children home with them. They were a nice-looking lot of juveniles, and I was impressed by their good manners and clear and open

countenances. The general arrangements for the reception and distribution of the children are very satisfactory.

I concluded my last annual report as follows:—

'The suggestion having been made from time to time, that in view of the importance of juvenile immigration, I should pay a visit to Great Britain for the purpose of studying the nature of the training given prospective children emigrants in the various homes and schools in the United Kingdom, and that suggestion being approved by the department, I left for England in the middle of June, and shall give some account of my experiences there in my next annual report.'

It was, however, deemed better that I should make a report upon my English visit without waiting for the expiration of the departmental year, and such report having been made accordingly, and published, it is unnecessary that I should add anything further on the subject here.

Your obedient servant,

G. BOGUE SMART.

REPORT OF THE CHIEF MEDICAL OFFICER.

OTTAWA, July 2, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit the third annual report of the medical inspection service, it being for the year ending June 30, 1906.

The work covers the same field of operations as that of the previous year, with the addition of that of a medical officer stationed at New York since January, 1906. Thus the medical inspection of immigrants has been regularly carried on at Quebec, Halifax, St. John, Montreal, Victoria, Vancouver, and for six months at New York. Through the courtesy of the Department of Commerce and Labour of the United States it has been possible to obtain a return of immigrants destined to Canada, arriving at the ports of Portland, Boston, New York, Philadelphia and Baltimore. Thus the actual number of immigrants arriving in Canada, whether subject to primary inspection at our own seaports, whether at United States ports or to examination subsequent to their being admitted to Canada will be found to have notably increased during the past year.

As was stated in the report for 1904-5, the methods for inspecting immigrants at the several seaports have become, with increased facilities and enlarged experience, of a very precise and thorough character. Quebec has a staff of four medical officers, of whom the chief is the superintendent of the detention hospital, who, with the hospital assistant, devotes all his time to the work of the service. At Halifax there are two physicians, one acting as medical inspector, and one as superintendent of the detention hospital; St. John has one physician, acting both as medical inspector and superintendent of detention hospital, while Montreal has similarly one physician in charge of the medical inspection and the detention hospital.

At Vancouver there is one physician acting as medical inspector and another has charge of the detention hospital, while at Victoria one physician devotes his whole time to the work of inspection and the care of detained immigrants.

At all these points, with the exception of Victoria, hospitals fully equipped exist, and the quality of the medical work performed by them is of a high order. At Victoria the great increase in the number of detentions has made it necessary to construct there an hospital as well. The officers of the staff at all these ports are enthusiastic, and an amount of clinical knowledge is being accumulated, especially with regard to diseases of the eyes and nervous system, which will prove of great future importance.

The addition, during the past year, of New York to the ports where the medical inspection of Canada-bound immigrants is carried on is also to be noted. During the fiscal year 1905-6 a total of 880,543 aliens arrived at this port, of which the larger number entered since January. Of this total 13,654 were booked for Canada. Of these the inspection since March 1, included 44 who were deported as undesirables. The medical officer who has charge of the work reports that he has received 'the most cordial treatment from the United States officials.'

TABLE I.—STATEMENT for the Ports of Halifax, St. John and Quebec, showing the number of Immigrants detained and the number of Immigrants deported in the Fiscal Year 1905-6.

SS. Line.	Port.	Number examined.	Detained.		Deported.	Ratio of detained to Number examined.	Ratio of deported to Number examined.
			Male.	Female.			
Allan SS. Line	Halifax	21,553	213	93	8	1 in 70	1 in 2,694
" "	St. John	2,048	8	5	.....	1 in 157	1 in .....
" "	Quebec	43,219	158	84	93	1 in 179	1 in 465
	Total	66,820	379	182	101	1 in 119	1 in 662
Dominion SS. Line	Halifax	5,746	18	11	1	1 in 198	1 in 5,746
" "	Quebec	21,518	217	118	65	1 in 64	1 in 331
	Total	27,264	235	129	66	1 in 75	1 in 413
Canadian Pacific SS. Line	St. John	16,399	282	98	31	1 in 43	1 in 529
" "	Quebec	25,076	446	128	157	1 in 44	1 in 160
	Total	41,475	728	226	188	1 in 43	1 in 221
Donaldson SS. Line	St. John	938	2	.....	.....	1 in 469	.....
" "	Quebec	2,157	6	4	4	1 in 216	1 in 539
	Total	3,095	8	4	4	1 in 258	1 in 774
Other Line	Halifax	1,310	27	4	1	1 in 42	1 in 1,310
"	St. John	231	1	.....	1	1 in 231	1 in 231
"	Quebec	29	2	.....	1	1 in 15	1 in 29
	Total	1,570	30	4	3	1 in 46	1 in 523
Grand total		140,224	1,380	545	362	1 in 73	1 in 387

To the list of immigrants in this table, almost all of whom come from European ports, may properly be added for clinical purposes those of similar nationalities destined to Canada via United States Atlantic ports, all of whom are examined by officers of the United States Marine Hospital Service, while most of them are again reviewed by our own officers either at New York or at Montreal. Of the latter entering Canada from either Portland, Boston or New York, 137 were detained at Montreal on account of disease. An examination of the table gives comparative figures of much interest, as in some measure indicating the quality of immigrants booked by different steamship companies. The table shows there was 1 detained in every 73 examined, as compared with 1 in every 56 in the previous year. Of these only 1 in every 387 was deported, as compared with 1 in every 228 in 1904-5. It is further interesting to note that the Allan line, at the several ports, showed relatively, as in the previous year, the fewest detentions and deportations, there being 1 in every 119, and 1 in every 662, respectively, as compared with 1 in 130 and 1 in 490 in 1904-5. It is rather remarkable, however, that there should be such notable variations for different ports. It has, however, invariably occurred that everywhere the vessels arriving during the winter and early spring months have more detentions, especially due to trachoma, than those later in the season.

The vessels of the Dominion line have indicated improvement, but still show a notably large number of detentions, there being 1 to every 75, and 1 deportation to every 413.

The detentions on the Canadian Pacific Steamship line are still too high, being 1 in every 43, as compared with 1 in 38 last year, while the deportations are 1 in 221, as

compared with 1 in 153. It is to be remembered, however, that this is practically the only steamship line bringing passengers direct from continental ports.

The Donaldson line, which last year first carried passengers, has shown a remarkable improvement, there having been but 1 in 258 detained, and 1 in 774 deported, as compared with 1 in 11 detained and 1 in 16 deported in 1904-5.

The total results, due we must conclude to the steady influence of strict inspection resulting in the companies preventing the embarkation of undesirables, are most gratifying. While the total number of immigrants arriving at these ports in 1905-6 is 140,224, as compared with 113,298 in the previous year, the total detained has been but 1,925, as compared with 2,016. The deported likewise has fallen from 496 to 362, or 27 per cent.

TABLE II.—STATEMENT showing the number of Immigrants detained or deported from Montreal and from Victoria and Vancouver during the Fiscal Year ending June 30, 1906.

Arrivals.	Total Number Arriving.	Port of Arrival.	Total Detained.	Total Deported.	Total Released.	Still in Hospital.
Montreal	8,650	Montreal via U. S. Ports	137	....	120	17
Victoria Vancouver	8,697	Victoria Vancouver	1,456	118	1,273	65
Total	17,347		1,593	118	1,393	82

The above table shows the number of immigrants recorded as arriving at Victoria and Vancouver, from which it would appear that a very large number, viz.: 1 in 7 were detained and 1 in 74 were deported. The detentions, however, have been from the total second-class and steerage passengers coming from the United States ports as well as from Transpacific ports. For instance, at Victoria there were 743 vessels inspected, which had 87,210 on board, of whom 55,514 debarked at Victoria, while the intermediate and steerage alone at Vancouver numbered 8,169. It is apparent, however, making due allowance for detentions from tourists, for diseased Chinese and others who have been previous residents in Canada, that the diseased amongst those from China and Japan is very large. In nearly all cases the disease has been some form of ophthalmia, either trachoma or conjunctivitis, presumably in some instances contracted on the long sea voyage.

We have thus seen, in the several tables presented, the history of the results of inspection of immigrants before their admission to Canada at the several ports of entry from across the ocean, while in the following figures are seen as well the operation of the Act resulting in the deportation of those who, within a year of their admission to Canada have proved undesirable. In all there were:—

1. Number of immigrants deported prior to admission to Quebec, Halifax and St. John	362
2. Number of immigrants deported at Pacific ports	118
3. Number of immigrants deported after admission to Canada	137
4. Number of immigrants deported prior to admission at United States Atlantic ports (in last four months)	44
Total	661

There is, however, further interest attaching to the fate of the immigrants of many diverse nationalities from Europe and Asia on their arrival at the seaports. The following table shows the results of medical examination and detention in hospital:—

TABLE III.—Statement of Deportations by Nationalities of Immigrants seeking admission to Canada during the Fiscal Year 1905-6.

Nationality.	Total Arrivals.	Atlantic Ports.		Pacific Ports.		Totals.		Total.
		For Canada.	For U.S.A.	For Canada.	For U.S.A.	For Canada.	For U.S.A.	
Austrian, N.E.S. *	1,324	22				22		22
Buckowinian	1,355	13				13		13
Galician	5,656	33	7			33	7	40
Hungarian	739	2	1			2	1	3
Belgian	1,106		1				1	1
Chinese	18	1	1	8		9	1	10
French	1,648	3		1		4		4
German, N.E.S.	1,745	4	2	1		5	2	7
English	65,135	39	2	1		40	2	42
Scotch	15,846	4				4		4
Irish	5,018	6		2		8		8
Welsh	797	1				1		1
Greek	254	3				3		3
Hebrew, N.E.S.	731	2				2		2
" Russian	6,056	26	10			26	10	36
" Austrian	260							
" Polish	44	1				1		1
Italian	7,959	43		1		44		44
Japanese	1,922			53	15	53	15	68
Poles, N.E.S.	155	1	1			1	1	2
" Russian	385	8	3			8	3	11
Roumanian	396	1	1			1	1	2
Russian, N.E.S.	3,152	36	38			36	38	74
Finns	1,103	5	6			5	6	11
Danish	474	1				1		1
Swedish	1,802	3				3		3
Icelandic	168	1				1		1
Norwegian	1,415	4	5			4	5	9
Turks	357	5				5		5
Armenian	82	11				11		11
Syrian	336	4				4		4
Arabian	19	1				1		1
Newfoundlander	340			1		1		1
U. S. Citizens	57,919			15		15		15
Negro	42			2		2		2
India	387			17	1	17	1	18
Total	186,145	284	78	102	16	386	94	480

* Not elsewhere specified.

What is apparent from a first glance at the table is that of the total 480 deported, 94 had indicated their destination to be the United States. This relatively high number is but a repetition of that of previous years and has been explained partly on the ground of there being a tendency on the part of such immigrants, who have failed to find an entrance by United States ports, to attempt the Canadian route, and partly on the ground that there being fewer immigrants to examine more time is given to individual cases, while contract labourers are wholly excluded.

As compared with the total immigrants the number of British deported on arrival at some port of entry has been few as compared with those of the continental nationalities. Thus of the 65,932 English and Welsh, 15,846 Scotch and 5,018 Irish, or 86,796 in all, there were deported 43 English and Welsh, 4 Scotch and 8 Irish, or 55 in all, that is 1 in 1,578 for the total, for English 1 in 1,533, for Scotch 1 in 3,961 and for Irish 1 in 627. Of the 44,349 immigrants from the continent of Europe, 425, or 1 in every 104·3 was deported. There were notable variations in different nationalities. Thus of the total Austrians 9,334, including Buckowinians, Galicians, Hungarians and Austrian Hebrews, 78 in all were deported, or 1 in 120. Of the French and Belgian

2,754, in all 1 in 551, and of the 5,130 German and Swedes, Norwegians and Icelanders, 1 in 256 were deported. There were in all 7,959 Italians, of whom 1 in 180 was deported. Of 794 Turks, Armenians, Syrians and Arabians, 21, or 1 in 37 were deported, while of 254 Greeks, 3, or 1 in 84 were deported. Of the 10,696 Russians, including Russians proper, Russian Poles, Russian Hebrews and Finns, 132, or 1 in 80 were deported.

From the same table we gather interesting comparative facts regarding the Oriental immigration coming in by the Pacific coast ports of Vancouver and Victoria. At first this immigration was principally of Chinese. Then of late years since the Chinese exclusion tax it has been almost wholly of Japanese and of Chinese returning after a visit to China. This year has seen the first of an East Indian immigration. Altogether there were 2,327, including 18 Chinese, 1,922 Japanese and 387 East Indians, of whom 96 were deported, or 1 in 24, these being 1 in 1·8 Chinese, 1 in 28 Japanese and 1 in 21 East Indians. Compared with the exclusions at Atlantic ports this is very high, and places these people in much the same class as the people of the eastern Mediterranean as regards physical disease. From what is gathered from the hospital reports it is abundantly plain that these people from both eastern and western, and now from southern Asia suffer very generally from trachoma, the disease for which most have been excluded. Its importance is great, not alone as a communicable disease to be excluded, but because it is in a large measure the index of the low social condition of the sufferers from it. Were these people who have shown themselves on admission in most instances industrious and law-abiding, forced by municipal regulations to occupy better houses, and prevented from crowding into old and insanitary houses, for which landlords exact excessive rents, there seems no reason from the public health standpoint why they should not be allowed to enter where accepted as physically healthy.

THE DETENTION HOSPITALS.

Since the department, in 1904, undertook the establishment of immigrant detention hospitals, for the treatment of immigrants who though they might be desirable were nevertheless detained on account of some curable disease, the work has been enlarged until it covers the regular inspection of all immigrants arriving in Canada by sea, whether directly or indirectly. Thus at Quebec a fully equipped hospital has been in operation for two years, at St. John for two years, at Halifax for over one year, at Montreal for over one year, at Vancouver for four months; while detention, in boarding-houses, with treatment has existed in Victoria for over one year.

The Immigration Act of 1902 placed the cost for the treatment of all immigrants detained upon the steamship companies bringing them to Canada; and when the department undertook the work of treatment as well as detention it arranged that the various companies should pay the cost thereof. The amount at present paid by them is 75 cents per day for each patient, and 50 cents per day for each person accompanying a patient, as for children with parents. This rate has prevailed during the year at Quebec, Halifax and St. John. At Montreal it has also applied to all arriving by Canadian ocean ports; but it has not been collected from the railway companies bringing passengers arriving via United States ports, as they were found not legally liable under the Act. In the case, therefore, of the immigrants so arriving they were, as far as possible, made to pay for their own treatment. Montreal hospital is in another respect under conditions different from the seaport hospitals, as it is the chief port at which immigrants being deported are detained until arrangements can be made for their reception in the country from where they have come.

The hospital at Vancouver has only been in operation since April, 1906, so that the receipts for nine months are at the rate of 35 cents per day for medical treatment, the same amount as that still collected at Victoria where there is no hospital, the immigrants maintaining themselves in boarding-houses.

As seen in the following table, the revenue received as applied to daily maintenance and salaries may be considered satisfactory, but if against it were charged the

cost of the hospitals, including their equipment and maintenance, the amount would prove inadequate.

TABLE IV.—STATEMENT showing total Earnings, total Receipts and total Expenses of daily maintenance of hospitals at Quebec, Halifax, St. John, Montreal, Vancouver and Victoria for 1905-6.

Port.	Year.	Days in Hospital.	Rate per Diem.	Total Earnings.	Total Receipts.	Total Expenditure
			Cents.	$ cts.	$ cts.	$ cts.
Quebec	1905-6..	15,977	75	11,982 75	14,294 60	21,709 18
"	1905-6..	4,344	50	2,172 00		
Halifax	1905-6..	9,262	75	6,946 50	6,706 25	3,920 31
"	1905-6..	52	50	26 00		
St. John	1905-6..	4,781	75	3,585 75	958 85	3,091 99
"	1905-6..	1,581	50	790 50		
Montreal	1905-6..	3,216	75	2,412 00	2,091 85	5,157 96
"	1905-6..	495	50	247 50		
Vancouver	1905-6..	4,233	35	1,481 55	1,481 53	3,435 49
"	1905-6 .	4,154	75	3,115 50		
"	1905-6..	304	50	152 00		
Victoria	1905-6..	7,469	35	2,614 15	2,091 85	1,558 05
Totals		55,868		35,526 20	* 27,624 93	38,872 98

* Partial receipts are for previous year and part of the year's earnings will appear in next year's receipts.

A glance at the table shows that in only one hospital, that at Quebec, have the expenditures greatly exceeded maintenance. An examination of the per capita daily cost for maintenance there, apart from salaries, shows no great difference from the others, but the salary list is especially heavy in consequence of the extra guards required, owing to the use of the temporary hospital, and the necessity for allowing the immigrants in the hot summer weather to wander about the grounds. It is hoped that the facilities in the new hospital under construction, will lessen the need of so many guards. In addition to this expense there has been that of the transfer of immigrants to the hospital, a distance of two miles. But another, and quite notable addition to the cost, was the occurrence of measles in children who had either passed quarantine, unreported by the ship's surgeon, or in those accompanying their parents, detained on account of some other disease. A separate camp of tents, quite apart from the hospital proper, had to be maintained, there being cases in five families in all. Two special nurses for severe pneumonia cases added considerably to the expenses during May and June.

The total number of hospital days for all the hospitals was 55,868, and the total expenditure was $38,872.98. A comparison with an average hospital expenditure elsewhere is of interest. Thus the General Hospital, Ottawa, with 26,777 hospital days, cost for salaries and daily maintenance 74 cents per patient, excluding heating, lighting, water, &c., as compared with 82 cents at the six detention hospitals, where the salaries of the six medical superintendents alone was $6,700, as compared with the total salary list of Ottawa hospital of $7,997.77. Remembering how large the necessary additional salary list for hospital guards must be, the total cost must be considered very moderate.

DISEASES AND OTHER CAUSES OF DETENTION.

In the following statement have been classified the total detentions at the six ports where hospital and medical treatment are carried on:—

TABLE V.—STATEMENT giving the Diseases and other causes for which Immigrants were detained at the ports of entry, Quebec, Montreal, Halifax, St. John, Vancouver and Victoria.

Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Deported.	Number yet in Hospital.
I. Contagious diseases	Measles	19	19 (1 died)		
	Diphtheria	2	2		
	Quinsy	1	1		
	Totals	22	22		
II. General diseases	Tuberculosis	4	(1 died)	3	
	Delirium tremens	2		2	
	Rheumatism	1		1	
	Totals	7	1	6	
III. Eye diseases	Trachoma	1,542	1,117	312	113
	Conjunctivitis	1,310	1,256	7	47
	Keratitis	1	1		
	Blepharitis	2	2		
	Ulcer of cornea	3	3		
	Ophthalmia neonatorum	2	1		1
	Partial blindness	4	1	3	
	Totals	2,864	2,381	322	161
IV. Nervous system	Insanity	4		4	
	Epilepsy	7	3	4	
	Idiocy	4	2	2	
	Mental infirmity	3		3	
	Paralysis	8	2	6	
	Hysteria	1	1		
	Locomotor ataxia	1	1		
	Totals	28	9	19	
V. Circulatory system	Heart disease	4	2	1	1
VI. Respiratory system	Pneumonia	2	2 (1 died)		
	Bronchitis	2	2		
	Totals	4	4		
VII. Digestive system	Hernia	5	5		
	Gastritis	1	1		
	Peritonitis	1	(1 died)		
	Totals	7	7		
VIII. Genito-urinary system	Gonorrhoea	2	2		
	Cellulitis	1	1		
	Totals	3	3		
IX. The skin	Favus	14	12	1	1
	Favus and trachoma	1		1	
	Alopecia	3	1	2	
	Eczema	2	2		
	Facial lupus	1		1	
	Tinia	1		1	
	Totals	22	15	6	1
X. Locomotor system	Morbus coxae	3	3		

TABLE V.—STATEMENT giving theDiseases and other causes for which Immigrants at the ports of entry, Quebec, Montreal, Halifax, St. John, Vancouver and Victoria—*Concluded.*

Class of Disease.	Cause of Detention.	Number Detained.	Number Released.	Number Deported.	Number yet in Hospital.
XI. Malformation—diseases of old age and infancy	Cripple	5	2	3	
	Deformity	3		3	
	Infantile debility	2	2 (2 died)		
	Deaf and dumb	5	3	2	
	Senility and debility	21	11	7	3
	Naevus	1	1		
	Totals	37	19	15	3
XII. Accidents, &c	Accidental poisoning	1	1		
	Dislocated shoulder	1	1		
	Maimed hand	1		1	
	Totals	3	2	1	
XIII. Ill-defined causes	Wounds	1			1
	Tumor	1	1		
	Poor physique	13	6 (1 died)	6	1
	Nervous disease	2	1	1	
	Totals	17	8	7	2
XIV. Other causes	Accompanying patients	369	309 (2 died)	38	22
	Likely to become a public charge	116	56 (1 died)	58	2
	Vicious character	7		5	2
	Criminals	2		2	
	Sore foot	1	1		
	Waiting money from friends	1	1		
	Waiting employment	1	1		
	Totals	497	368	103	26
	Grand totals	3,518	2,844 (10 died)	480	194

The preceding table gives in detail the various causes for which the 3,518 persons were detained during the year. It is a notable increase over the previous year, but it is worthy of remark that the number detained at the Atlantic seaports was less than in the former year, the excess being from the Pacific seaports. We thus have introduced a new problem of interest regarding the diseases tending to prevail in the Oriental immigrants, Chinese, Japanese and Hindoos, who form the majority of detentions at Vancouver and Victoria. Altogether 480 were deported, or 1 in every 7·3 detained, as compared with 1 in 4 last year. Class I. shows a notably greater number of cases than last year, there being 19 cases of measles and 3 of diphtheria and quinsy. Of the measles, 2 cases died, while 1 died of pneumonia and 1 of debility following measles. Some of these cases ought properly to have been returned to quarantine, having not been reported by the ship's surgeon. The freedom of the hospitals from cases of diphtheria and scarlet fever has, however, been quite remarkable, remembering the very considerable number of cases of children detained.

Class II. shows but 4 cases of tuberculosis, of whom 1 died and 3 were deported. That there are not more does not imply that more did not come to Canada. It is

evident that in the absence of positive signs, like emaciation, cough and evident weakness, there will always be immigrants admitted who may later develop a latent tuberculosis, in some cases quite unknown probably to themselves, just as other persons in the community very frequently never consult a physician till well advanced in the disease, and then only for some slight stomach trouble or cough. Fortunately the occupations which many take up in Canada in a bright, western climate, often mean recovery of health; but, as has been seen in the table VI. a number of consumptives are sent home really to die.

Class III. dealing with eye diseases is this year, as last, the chief cause of detentions, there having been in all 2,864 cases, as compared with 2,291 last year; or 81 per cent, as compared with 90 per cent of the total detentions were for eye diseases. The number deported, moreover, was notably fewer, being only 322, as compared with 492 the previous year. This notable reduction, not alone in number relatively to the whole detained, but the notably less number deported, indicates that the careful supervision of the previous year has had its direct effect in increasing the strictness of examination at the ports of embarkation, and a great reduction in the more severe and incurable cases. From the scientific standpoint, moreover, the increased experience of the medical officers, with additional facilities for effective work is adding the cure of many cases of trachoma through radical operation under strict hospital methods to the triumphs of medicine. Trachoma has been in the past, in many cases, the despair of the ophthalmic surgeon; but this has been due, not so much to the nature of the disease as to the class of cases in which it has most prevailed and the conditions under which its cure was attempted. Spread through contact of hands, towels or infected water, naturally its presence has always been amongst the poorer classes and in unsanitary surroundings. Further its progress being chronic and its harmful effects slow in making themselves evident, the cases, where treated at all, have been through the casual visit to the physician or public dispensary. In both cases the treatment was intermittent and, under the conditions, ineffective, resulting in cases running along for months or years. To-day in our detention hospitals treatment means all the care that is implied in any severe surgical operation, with results hitherto infrequent, because nowhere have trachoma cases ever before been treated in such large number and under circumstances so favourable for the observation of results in every phase of the disease. It will be observed that of the detentions 1,310 out of the 2,864 cases of eye disease proved to be conjunctivitis. There is a simple and adequate explanation of this, which even from the financial standpoint the steamship companies would do well to consider. While it is quite probable that the continental emigrants are exposed on trains and in boarding-houses at seaports to conditions making them liable to infection, yet there can be no doubt that where, as both at Antwerp and Hong Kong, every emigrant is certified free from disease, the conditions on shipboard during the long voyage must be the explanation of so many cases of infective conjunctivitis. The sanitary conveniences are often defective, towels are used in common, and not infrequently the overcrowding has been such that infection through the air in sleeping rooms is not improbable. It is especially with the crowded ships of the spring season, when the weather is bad, that this prevalence takes place. The advantage of detention of the immigrants in an hospital, apart from mere cure of some infection, has been before adverted to. The rest given to women and children is often needed, while their education into the relatively sanitary modes of house-life in Canada is in itself important.

Class IV.—It is notable that the number of patients in this class has so markedly increased, there being 28, as compared with 14 the previous year, or just twice as many. This is due in large degree to the more strict observation extended, especially to British immigrants, during the past year, as it is found that by far the largest number of those detained in this class were English. Of the 28, in all 19 were deported, those admitted having been allowed out after bonds had been taken that they would be cared for by their family.

In Classes V., VI. and VII. there were but few cases, all presumably acute and cured before being released, and but 1 dying.

Class IX., including diseases of the skin, while having but 22 cases, had notably more favus than in the preceding year, there having been 15, as compared with 9. The other skin diseases were few and of minor importance. The paucity of this class of diseases usually readily diagnosed, may be considered as being directly due to more strict inspection, causing refusal of passage at ports of embarkation.

Class XI. likewise shows a remarkable increase over last year, there being 37, as compared with 8 cases the previous year, or four times as many, of whom 15 were deported. The problem is presented with almost every ship of some crippled or malformed person, usually a member of a family seeking admission, and often presents a problem of great difficulty and delicacy. Is a whole family to go back because of one partially helpless, or to what degree of helplessness has some particular case reached? No absolute rule is possible, and hence each case must be dealt with by itself. The personal equation, that of the character of the individual person and his family counts for much; while naturally occupation and destination enter into the problem. Suffice to say that it is the most important as well as most difficult of all the problems of medical inspection, and demands, not only medical judgment, but a good knowledge of its bearing on the wider social problems Canada will have increasingly to deal with.

Apart from what appeals immediately to the tax-payer, viz., the certainty that the insane and idiot are the most serious of burdens to the state, there is on every side, amongst his patients, the constant reminder to the medical man of the perpetuation of hereditary neuroses in many forms, and which under the stress of modern life are in the older civilizations, whether of Europe or of America, types which are directly affecting the literature, morals and general character of society. Table VI. of deportations after admission not only shows, along with this class, what we have had imported, but also what we have got rid of.

Class XIV. contains the large number of 369 detained on account of other members of a family. Of these 38 were deported with their friends. The 116 detained on account of lack of funds, or other disqualifying causes, is notably greater than last year, but the 58 deported is but 3 greater. There were 9 criminals detained and 7 deported as compared with 13 the previous year.

Viewing the results of the whole work broadly, there is everywhere evidence that the public, the shipping companies and their numerous agents abroad and the officials in Canada have in large degree begun to learn the attitude of the department toward the great body of what may be called the emigrating class in the different foreign countries, viewed at least from the medical standpoint, and that they are governing themselves accordingly.

As shown in the lessening detentions, a knowledge that the unfit will be detained lessens the number sent; hence it follows preventive medicine everywhere has proven, that the most and best work is being done where there are the fewest having to be deported.

TABLE VI.—STATEMENT showing the Number, Nationality and Causes for which Immigrants admitted to Canada were deported after admission.

Nationality.	Whence sent for Deportation.	Male.	Female.	Class of Disease.	Cause of Deportation.
Deported at St. John					
Irish	Winnipeg	1		General diseases	Tuberculosis.
English	Montreal	1		"	"
"	Winnipeg	1		"	"
"	"	3		"	Rheumatism
"	"	1		Eye diseases	Keratitis.
"	"	2		Nervous diseases.	Epilepsy.
"	Toronto	1		"	Insanity.
"	Winnipeg	2		"	"
"	Montreal	1	1	"	"
Russian	U.S.A		1	"	"
Welsh.	Montreal	1		"	"
Finn	U.S.A		1	"	"
English	"	1	1	"	"
"	Winnipeg	1		"	Imbecillity.
"	"	1		Skin diseases	Ulcer on leg.
"	"	2		"	Varicose ulcers.
"	St. John	1		Accidents	Disabled by acc'dt.
"	Winnipeg	1		"	" by frost-bite.
"	"	1		Nervous diseases	Paralysis.
"	St. John	1	2	Ill defined causes.	Physical infirmity.
Irish	Winnipeg	1		" "	"
English	St. John	1		Other causes	Accompanying patients.
"	Winnipeg	3		"	Likely to become a public charge.
Scotch	Montreal	1		"	Likely to become a public charge.
Hungarian	Winnipeg	1		"	Going to insane wife.
Irish	Montreal		1	"	Criminal.
	Totals	30	7		
Deported at Quebec.					
Swede	U.S.A	1		General diseases	Tuberculosis.
Norwegian	"		1	Nervous diseases.	Insanity.
English	Quebec	1		"	"
Irish	"	1		Ill defined causes.	General debility.
English	Ottawa		1	Other causes	Vicious tendencies.
Galician	Winnipeg	1		"	Likely to become public charge.
English	Quebec	1	1	"	Criminal.
	Totals	5	3		
Deported at Halifax.					
Dane	Halifax	1		Nervous diseases	Insanity.
Newfoundlander	"	1		"	"
	Totals	2			
Deported at Montreal.					
Austrian	Winnipeg	1		General diseases	Tuberculosis.
Icelandic	Montreal	1		"	"
English	"		1	"	"
Scotch	"	1		"	"
Hebrew, N.E.S.	Winnipeg	1		"	Rheumatism.
English	"	5		"	"
Russian	"	1		Eye diseases	Astigmatism

TABLE VI.—Statement showing the Number, Nationality and Causes for which Immigrants to Canada were deported after admission—*Concluded.*

Nationality.	Whence sent for Deportation.	Male.	Female.	Class of Disease.	Cause of Deportation.
Deported at Montreal—Con.					
English	Winnipeg	1		Eye diseases	Going blind.
"	Toronto	1		"	"
Russian Hebrew	Winnipeg	2		"	"
English	"	1		Nervous diseases	Epilepsy.
"	"	3	2	"	Insanity.
"	U.S.A.	1	1	"	"
"	Montreal	1		"	"
Welsh	"	1		"	"
Belgian	Winnipeg	1		"	"
Icelandic	"	1		"	"
Scotch	"	1		"	"
English	"	5	2	"	Mental infirmity.
"	Montreal	1		"	"
Galician	Winnipeg	1		"	"
English	"	1		"	Locomotor Ataxia.
"	"	5		"	Paralysis.
"	"	1		"	Facial paralysis.
"	"	1		"	Partial "
Scotch	"	1		"	Cerebral "
English	"	1		"	Sciatica and senility.
"	"	1		"	Muscular atrophy.
"	"	3		Circulatory system	Heart disease.
Scotch	"	1		"	"
Galicians	"		1	"	"
English	Montreal	1		"	Varicose veins.
"	Winnipeg	1		Digestive system	Gastritis.
"	"	1		"	Chronic catarrh of stomach.
"	"	2		"	Hernia.
"	Montreal	1		Genito-urinary system	Bright's disease.
Galician	Winnipeg	1		" "	Venereal "
Welsh	"	1		Locomotor system	Stiff knee joint.
Norwegian	Ottawa	1		Old age	Old age.
English	Winnipeg	1		Malformation	Curvature of spine
Galician	"	1		"	Cripple.
French	"	1		Accident	Disabled by accident.
Scotch	"		1	Ill defined causes	Poor physique.
Swede	"	1		"	Physical infirmity.
Dutch	"	1		"	"
English	"	3		"	"
"	"	1		"	Invalid.
Scotch	"		1	Other causes	Accomp'g patients
Icelandic	Montreal	1	2	"	"
English	Winnipeg	1		"	"
"	Montreal	1	3	"	"
"	Toronto	1	1	"	"
Scotch	Montreal	2		"	Likely to become a public charge.
English	Ottawa	1	3	"	Likely to become a public charge.
Dane	"	1		"	Criminal.
	Totals	72	18		

From the table it is evident that of the 137 cases deported or sent out of Canada, after having been admitted, by far the largest number consisted of people from England. Of these there was a total of 100 out of a total of 65,932 immigrants

arrived in 1905-6, while of 15,846 immigrants from Scotland, 9 were returned, and from 44,349 immigrants from continental Europe, 28 were returned. It thus will be seen that from a comparative standpoint by far the largest number returned were English. The character of those returned is, however, a matter of more importance, since it shows that persons were sent whose physical and mental condition must at the time have been well known either to their friends or to those persons, societies or local authorities who supplied the funds for their emigration. The fact that 20 of these were declared insane, 5 were imbecile, and 3 showed physical and mental debility sufficiently indicates that it has become necessary on the part of the medical officers of the department to exercise the strictest scrutiny, whether in foreign countries or at ports of entry in Canada, if this class, increasing naturally with the number of immigrants, is to be reduced to a minimum.

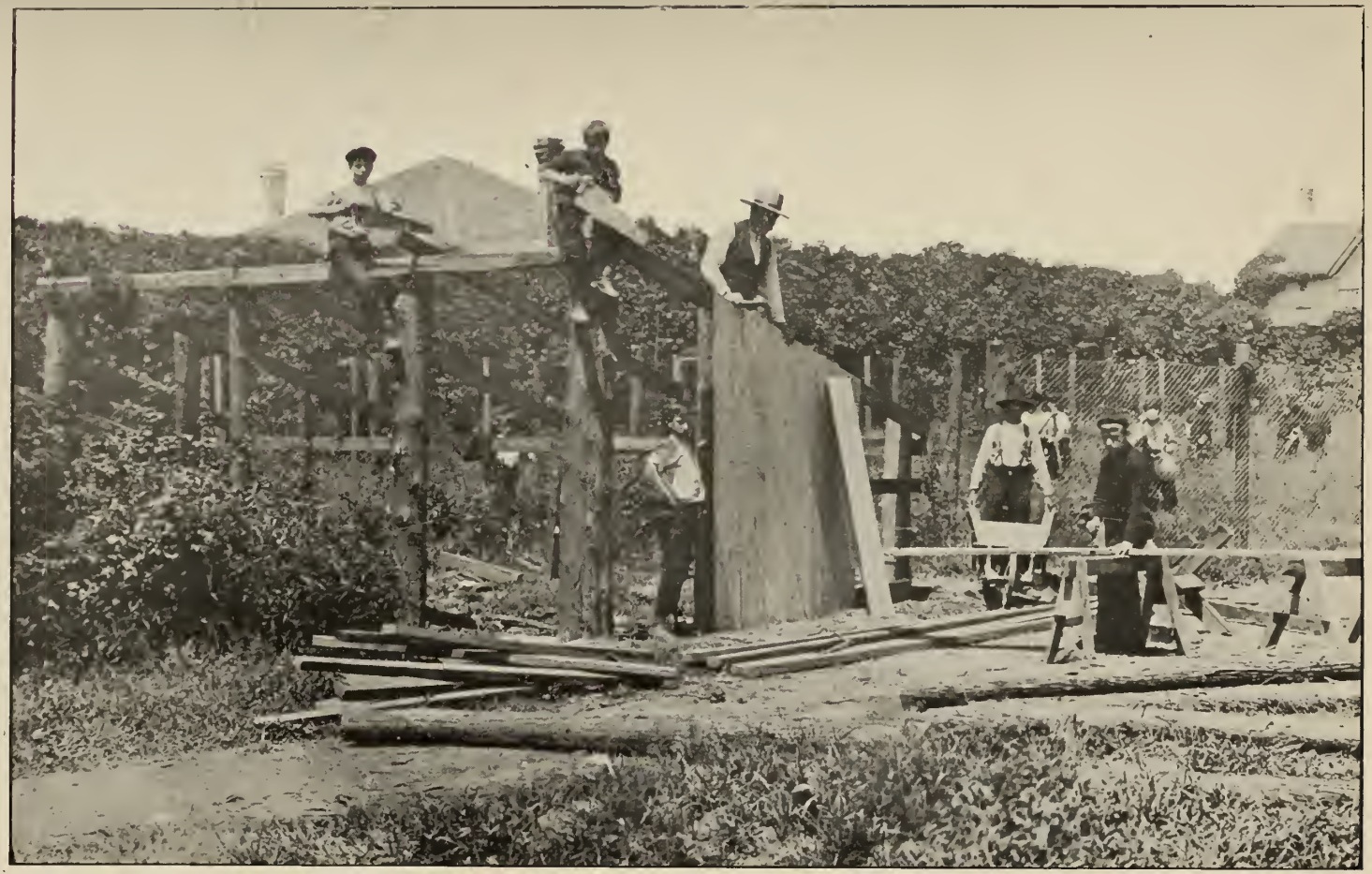
It would be improper to conclude this report without again referring to what may be called the immunity little short of marvellous of the whole country during this year from outbreaks of acute contagious diseases, directly traceable to the movements of immigrants over thousands of miles and going into hundreds of municipalities and thousands of homes. Practically not a single outbreak has been brought to the attention of the department. In past years, as the quarantine reports show, contagious disease again and again arrived at the ports and occasionally resulted in wide-spread outbreaks. To-day the same systematic inspection has made the steamship companies and their medical officers so careful, that seldom now do such cases occur. In all 22 cases were detained at the port hospitals, while, as the report of the medical officer at Winnipeg shows, the cases occurring amongst the thousands who were housed there from day to day, were only 42 cases of measles, of whom 4 died. With this very remarkable freedom of the immigrants from infectious disease, the fact cannot be overlooked that the many thousands going into the towns and new settlements of the Northwest are exposed, judging by the number of cases of typhoid in immigrants in the hospitals of Winnipeg and elsewhere, to dangers from local insanitary conditions to a much greater degree than are the people of these communities to diseases from the incoming emigrant.

Looking over the whole field of operations for the year, however, whether on the one hand as regards the number and quality of immigrants admitted to Canada and their freedom, whether from contagious disease or from more serious, deep-seated maladies, and on the other hand to their reception in all the provinces, shown by their ready distribution and abundant employment amongst our people, and the mutually satisfactory results measured whether by statistical results or common report, it may fairly be said, comparing the present with the past history of large immigration whether to Canada in the early years of the last century, or of the large immigration in more recent years to the United States, that never have so many persons of a good class relatively come to any country in a single year, and nowhere have so many immigrants been more cordially received or more generously treated.

P. H. BRYCE,

Chief Medical Officer.

The Coombe, Hespeler, Ontario, Miss Smyly's Canadian Home for Irish Children.



Young Britishers Building a Poultry House.

Leaving for His New Home.

A Group of Girls Recently Arrived in Canada from Dr. Barnado's English Homes.

Planting Potatoes. Irish Lads in Their First Experience of Farm Life.

PART III

SURVEYS

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, October 31, 1906.

The Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report upon the operations of the Topographical Surveys Branch for the twelve months ending June 30, 1906.

The season for making surveys being generally the summer and autumn months, it is convenient to refer to the operations by calendar years although it involves some repetition in the successive annual reports.

SURVEYS OF 1905.

One hundred and ninety-three whole townships and two fractional townships were completely subdivided during the calendar year of 1905, while eighty-one townships were partially subdivided. There were also twenty-six whole townships and nine fractional townships completely resurveyed, while forty-nine townships were partially resurveyed. Forty-nine survey parties were employed, forty-five being engaged on township surveys and four on other surveys. Of the parties engaged twenty-nine were paid by the day and twenty were working under contract. Five of the parties under daily pay were located in Manitoba, four in Saskatchewan, twelve in Alberta, and three in British Columbia. The remaining parties worked partly in one province and partly in another. One contractor was located in Manitoba, four in Saskatchewan, fourteen in Alberta and one in the Yukon Territory. The twenty-nine parties under daily day were distributed as follows:—

1. C. F. Aylsworth.—Resurveys in western Manitoba and eastern Saskatchewan.
2. David Beatty.—Resurveys in north-eastern Alberta.
3. P. R. A. Belanger.—Supervisor of surveys.
4. E. Bray.—Resurveys east of Lake Manitoba.
5. L. T. Bray.—Resurveys in south-western Manitoba.
6. R. W. Cautley.—Block lines, north-west of Edmonton.
7. W. A. Ducker.—Outlines in south-eastern Manitoba.
8. A. Driscoll.—Block lines in the Peace River District.
9. C. C. Fairchild.—Subdivision surveys north of Banff, Alberta.
10. L. E. Fontaine.—Resurveys west of Edmonton.
11. J. Francis.—Subdivision surveys north-east of Yorkton.
12. G. A. Grover.—Resurveys north of Winnipeg.
13. E. W. Hubbell.—Resurveys south of Prince Albert, Saskatchewan.
14. A. W. Johnson.—Subdivision in western British Columbia.
15. R. C. Laurie.—Reposting, townsite of Battleford.
16. G. J. Lonergan.—Resurveys near Red Deer, Fort Saskatchewan, Alberta.
17. J. A. Macdonell.—Exploration survey in British Columbia.
18. C. F. Miles.—Miscellaneous subdivision work in south-western Alberta.
19. W. G. McFarlane.—Inspection of survey contracts.
20. T. S. Nash.—Inspection of survey contracts.
21. Geo. Ross.—Re-surveys and other surveys.
22. J. E. Ross.—Subdivision eastern British Columbia.
23. A. Saint Cyr.—Block lines in the Peace River District.
24. B. J. Saunders.—Block lines northwest of Edmonton.
25. H. W. Selby.—Block lines in the Peace River district.

26. J. N. Wallace.—Block lines in the Peace River district.
27. Jas. Warren.—Resurveys south of Moosejaw, Saskatchewan.
28. M. B. Weekes.—Block outlines in northern Manitoba.
29. A. O. Wheeler.—Topographical survey in the Rocky Mountains.

Two inspectors of surveys were employed : T. S. Nash, D.L.S., of the office staff, and Walter G. McFarlane, D.L.S. Each had a party of the usual strength for inspection, and their work extended over the whole season. Mr. McFarlane inspected the survey contracts in western and northern Alberta, and Mr. Nash those in eastern Alberta, Saskatchewan and Manitoba. The number of contracts examined was twenty-seven.

The mileage surveyed in the last three years is tabulated below :—

—	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	1,591	1,285	833
Section lines	10,544	24,488	25,982
Traverse	1,809	4,441	4,050
Re-survey	2,579	7,699	5,390
Total for season	16,523	37,913	36,255
Number of parties	46	80	65
Average per survey party	359	474	558

The following table shows the mileage surveyed by the parties under daily pay and that by the parties under contract :—

Work of Parties Under Daily Pay.	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	1,008	719	632
Section lines	939	235	478
Traverse	421	223	236
Re-survey	2,499	2,122	497
Total for the season	4,867	3,299	1,843
Number of parties	26	22	12
Average miles per party	187	150	154

Work of parties under contract.	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	583	566	201
Section lines	9,605	24,253	25,476
Traverse	1,388	4,218	3,808
Re-section	80	2,809	1,793
Total for the season	11,656	31,846	31,278
Number of parties	20	57	52
Average miles per party	583	559	601

NOTE.—In the tables of mileage the parties under Messrs. Wheeler, Macdonell and Laurie are not included because of the nature of their work.

SURVEYS OF 1906.

Prior to July 1, 1906, forty-nine survey parties were engaged on township surveys and four on other surveys. Of the parties employed, twenty-nine were paid by the day and twenty-four were under contract. Eight of the contracts were for the subdivision of townships in Manitoba, three in Saskatchewan and thirteen in Alberta. The twenty-nine parties under daily pay were distributed as follows :—

1. C. F. Aylesworth.—Resurveys north-east of Winnipeg, Man.
2. David Beatty.—Resurvey and correction north of Prince Albert and east of Battleford, Sask.
3. P. R. A. Belanger.—Resurvey near Yorkton, Sask.
4. L. T. Bray.—Subdivision in southwestern Alberta.
5. Triangulation in the Railway Belt, British Columbia.
6. W. Christie.—Resurveys northwest of Winnipeg, Man.
7. W. J. Deans.—Resurvey and subdivision of lands adjacent to Lake Manitoba.
8. C. C. Fairchild.—Subdivision north of Banff, Alta.
9. L. E. Fontaine.—Miscellaneous surveys in eastern Alberta and western Saskatchewan.
10. Geo. A. Grover.—Resurveys northwest of Winnipeg, Man.
11. A. H. Hawkins.—Resurveys and subdivision east of Coutts, Alta.
12. E. W. Hubbell.—Resurveys nothwest of Moosejaw, Sask.
13. A. W. Johnson.—Survey of southern limit of the Railway Belt, British Columbia.
14. R. C. Laurie.—Reposting townsite of Battleford.
15. G. J. Lonergan.—Resurveys and other surveys near Fort Saskatchewan, Alta.
16. J. A. Macdonell.—Exploration survey in British Columbia.
17. Geo. McMillan.—Inspection of survey contracts.
18. C. F. Miles.—Resurvey and subdivision southwest of Calgary, Alta.
19. W. F. O'Hara.—Resurveys south-east of Red Deer, Alta.
20. A. W. Ponton.—Outlines north of Athabaska Landing, Alta.
21. W. R. Reilly.—Resurveys east of Saskatoon, Sask.
22. J. F. Richard.—Miscellaneous surveys at Cumberland and Le Pas on the Saskatchewan River.
23. J. E. Ross.—Subdivision and other surveys in the Railway Belt, British Columbia.
24. A. Saint Cyr.—Block lines in the Peace River district.
25. J. B. Saint Cyr.—Survey of settlement at Vermilion, Alta.
26. H. W. Selby.—Subdivision near Lesser Slave Lake.
27. J. N. Wallace.—Block lines north of Prince Albert, Sask.
28. J. Warren.—Resurveys south of Moosejaw, Sask.
29. A. O. Wheeler.—Topographical survey in the Rocky Mountains.

DESCRIPTION OF TOWNSHIPS.

Descriptions of the townships subdivided have been compiled from the surveyors' reports received during the twelve months ending June 30, 1906; they are given as Appendix No. 44. The townships are put in order of township, range and meridian and the descriptions are preceded by a list of all townships described.

In the reports of the last three years similar compilations have been published. Prior to 1893 such descriptions were published from time to time in separate volumes covering different portions of the country, but these volumes are now almost exhausted and moreover they are out of date, the surveys of the last fifteen or twenty years not being included. Many applications coming in for description of this nature it is hoped that at some early date authority may be obtained to combine and arrange

all surveyors' reports to date, and to issue revised editions. Such a publication would be of considerable service to land prospectors and others interested in western lands.

EXPLORATION IN PEACE RIVER DISTRICT.

A party under Mr. J. A. Macdonell was engaged in an exploration with the object of selecting and locating three million five hundred thousand acres of land in the Peace River district of British Columbia, granted to the Dominion as a compensation for the lands in the Railway belt which had been alienated prior to the transfer of the belt to the Dominion. The operations of the party were continued throughout the year. Considerable information has been gathered, but the required tract of land has not yet been finally located.

YUKON TERRITORY.

Under the supervision of the Director of Surveys at Dawson, work was continued, though on a somewhat less extended scale than last year. The returns of survey of thirty-six group lots were received of which a list is given in Appendix No. 5. Base lines were run on Caribou creek and Lion gulch, on the right and left forks of Eureka creek, on Flat creek and Isaac's gulch and on Bullion creek. A survey was also made of the Frooks hydraulic concession on Flat creek.

SCHEME FOR WATER WORKS IN KLONDIKE DISTRICT.

Mr. W. Thibaudeau, C.E., completed an extensive survey of the Klondike region in the Yukon Territory in connection with a proposal for bringing water from the Klondike river to be used in the gold mines. From his report the scheme appears to be a practicable one.

IRRIGATION SURVEYS.

These surveys were formerly carried out by an officer of this branch, Mr. J. S. Dennis, then Inspector of Surveys. When Mr. Dennis was appointed Deputy Minister of Public Works of the Northwest Territories at Regina, it was agreed that he should remain in charge of these surveys and that they should continue to be carried out under the direction of this branch. Mr. J. S. Dennis was succeeded as deputy minister by Mr. John Stocks who also took charge of these surveys. On the formation of the new provinces of Saskatchewan and Alberta, Mr. John Stocks was reappointed Chief Engineer of Irrigation and the irrigation office was transferred from Regina to Calgary. Mr. John Stewart, D.L.S., was subsequently appointed Commissioner of Irrigation in succession to Mr. Stocks. Three parties were engaged on surveys during the present season in charge of Messrs. R. J. Burley, R. M. Saunders and J. F. Hamilton. Gauge readings on a number of streams were continued as in former years; they are generally taken by residents to whom small payments are made

CAVES OF CHEOPS.

A monogram on the caves recently discovered near Glacier, B.C., known as the 'Caves of Cheops,' has been prepared by Mr. A. O. Wheeler, D.L.S., accompanied by a map of the caves. This monograph is inserted as Appendix No. 41. It is illustrated by photographs taken by Mr. Wheeler and by Mr. W. S. Ayres, and will serve to draw attention to a natural feature of the mountains which in the future will attract many tourists.

MANUAL OF SURVEY.

The new edition of the Manual of Instructions for the Survey of Dominion Lands, which at the time of the issue of last year's report was in the hands of the printers, has since been published and distributed to surveyors in the field and to the

members of the office staff. Subsequent to the issue of this edition, an Order in Council was passed making various changes in the rates received by survey contractors and surveyors working under daily pay. In addition to this, other amendments were required. They were all printed in booklet form and sent to all the surveyors employed by the department.

The astronomical field tables, which in the past have proved to be of very great value to surveyors in furnishing a ready and accurate means of reducing their observations, continue to be issued. A description of these tables is given in the report of 1904. Formerly each set of tables covered six successive months but those now issued are good in some cases for two months only out of each year and for three successive years ; in other cases they are good for three months out of each year and for two successive years. The reason for the change is this : The apparent motion of the pole star is in cycles and it returns approximately to the same position from year to year although not at the same time of the year. Its position then for a given period one year is approximately the same as its position for anothter period of the next year and so on. It was found that tables, when constructed for a short period of each year but for two or three years as the case might be, could be made to cover six months in this way with greater accuracy than six successive months for a single year. Our surveys are increasing in precision every year and this is due in no small degree to the use of these astronomical field tables in connection with the new pattern of transit theodolite supplied by this office. The chief objection which formerly existed to taking a sufficient number of observations to produce accurate surveys was the amount of time and trouble required to make the reduction. Under present conditions, however, a very few minutes suffice for this work.

As a further aid to surveyors in taking and reducing observations on the pole star, a diagram of the altitude and azimuth of the pole star has been published since last year's report. Although the calculation required in finding the altitude of the pole star and its bearings from the tables is very simple, some surveyors prefer to have no calculation whatever; this condition is fulfilled in the abacus of the altitude and azimuth of the pole star. It is in the form of a printed card six by seven and one-half inches, showing on one side of the card the bearing and on the reverse side the altitude of the pole star. The altitude and bearing of the pole star are given by it to practically the same degree of accuracy as by the tables. The abacus covers the same period as the astronomical field tables and accompanies them when sent to surveyors ; it furnishes an excellent check on calculations made from the tables.

CORRESPONDENCE.

The correspondence consisted of :—

Letters received	8,965
Letters sent	9,452

The staff consists of one correspondence clerk, three stenographers and typewriters and two messengers.

ACCOUNTS.

The Accountant's records show:—

Number of accounts dealt with	704
Amount of accounts	$599,780.00
Cheques forwarded	2,056

OFFICE WORK.

A list of the office staff of part of the Topographical Surveys Branch at Ottawa is given in Appendix No. 12.

A number of changes have taken place during the twelve months. In the Metcalfe Street office Mr. M. J. Cullen has been appointed stenographer and typewriter. Mr. Geo. McMillan, D.L.S., is in charge of a party of field inspecting surveys made under contract. Mr. J. C. Baker, D.L.S., has resigned to take a survey contract. Messrs. W. E. Weld, E. E. D. Wilson, F. W. Rice and A. J. Elder are acting temporarily as assistants to surveyors. Messrs. J. C. Baker, A. A. Bailie, Geo. L. Brown, A. d'Orsonnens, H. V. Finnie and W. J. Graham have left the office. Mr. J. D. McLennan has been transferred to the Boundary Commission. Mr. A. Groulx has been transferred to the staff of the Geographer. Mr. M. F. Cochrane has been transferred to the Railways and Swamp Lands Branch. Mr. G. B. Dodge has been granted leave of absence to make a hydrographical survey of the harbour of Prince Rupert, the terminus of the Grand Trunk Pacific Railway on the Pacific coast. Mr. P. A. Carson, D.L.S., is in charge of surveys in British Columbia. The additions to the staff during the year are :—Wm. Crawford, D.L.S., A. d'Orsonnens, T. A. Davies, Captain T. E. S. Davies, Wm. Elwell, graduate School of Practical Science, G. A. Grey, M. J. Carroll, graduate School of Practical Science, E. R. Williams. Messrs. A. Rogers and D. C. Robertson have been reappointed to the staff.

OFFICE OF THE CHIEF DRAUGHTSMAN.

A summary of the work executed in the chief draughtsman's office is given as Appendix No. 7.

This part of the branch was arranged some three years ago in five divisions and the same arrangement is still in force.

First Division—Instructions and General Information.

In the first division, where a variety of miscellaneous work is carried on, instructions were prepared for the guidance of the surveyors engaged during the year, involving the compilation of 1,092 sketches of township outlines, besides other sketches and copies of plans. About 530 applications for various information as to areas, survey monuments, &c., were dealt with, 245 preliminary plans of townships were made in triplicate and some 400 miscellaneous plans and tracings. The register of all field books, &c., received and other records are kept in this division.

Second Division—Examination of Surveyors' Returns.

The second division occupies the largest number of draughtsmen. Here most of the field notes received are examined, plans being compiled from them and the accounts of the contract surveys checked. A total of 744 sets of field notes were examined during the twelve months.

It may be of interest to give a short description of the methods now employed in compiling plans.

In 1903, it was decided by the Minister that the plans of the surveys of Dominion lands instead of being made by the surveyors as formerly should be prepared by the office staff from the surveyors' field notes. There were several reasons for such a radical change ; among them it may be mentioned that the great amount of work to be done in connection with the examination of returns of surveys and the issue of the township plans in that and the succeeding years required to be handled systematically. It had long been recognized that the old style township plan was lacking in much information that would be of value to those dealing with the plans, such as registrars, land agents and the various officers of the department at Ottawa. Such information as the bearings and lengths of the lines surveyed, the description of the corner monuments, &c., is more useful than the topographical features of the country, the plans being intended primarily as a record of surveyed boundaries and for reference in dealing with the lands. It was found impracticable to merely add this valuable information to the plans as then issued; the principle now adopted is that of issuing two plans, a

land plan, on which is shown such information as is necessary in dealing with the land, and another plan showing features of a topographical nature such as hills, valleys, streams, marshes, the kinds and sizes of the timber and the class of soil, which although not required for the issue of patents, are nevertheless of value for the purpose of general information. But the office staff not being numerically strong enough to meet the demand even for the land plans alone, the topographical plans have not yet been commenced.

The new plans, however, do not overlook the topographical features altogether, as while the small details are omitted, there are still shown the larger valleys and hills, all the rivers, streams and all the lakes of sufficient size to materially affect the value of the quarter sections in which they are situated. The areas, instead of being shown for each quarter section only as formerly, are given in legal subdivisions to the nearest tenth of an acre where the quarter section is broken by a body of water.

On the plans formerly issued, bush, water and swamps were represented by colours ; this required that each plan should go through the press several times, once for each colour, which occupied much time and caused delays in the issue. By the system adopted one printing is all that is usually needed, the plans can be printed much more expeditiously and delays avoided. Printing in colours will be limited to the topographical plans.

As a result, the legal tariff of fees charged by the department for printed copies of township plans fixed by the Order in Council of the 12th April, 1880, at fifty cents per copy, was reduced by Order in Council of the 4th November, 1905, to ten cents per copy, which it is estimated, will fully cover the cost of printing.

The colours, while they served a useful purpose and perhaps made the plans look more attractive, did not give much definite information. For instance, a green wash was used for bush, but there was no way of indicating whether the bush was composed of valuable timber or of a small growth of trees ; the colours also being generally given along the surveyed lines only, and the interior of the sections left uncoloured, the plans were apt to mislead persons not familiar with them. The kinds and sizes of timber are indicated in a general way by a note on each plan. A great gain in uniformity has been attained by the plans being prepared in the office from the surveyors' notes. Another advantage of the new system is the speed with which plans can be issued. With the almost phenomenal increase in immigration to the Northwest during the last few years, the number of townships that have been surveyed is greatly in excess of the number surveyed in any other like period of time, with the exception perhaps of the years 1882, 1883 and 1884, when the Canadian Pacific Railway was being constructed. It would have been an almost impossible task to have issued township plans as they were wanted, by the system then in use. By the present system the greater part of the land is open for entry almost as soon as the survey is made. The surveyors are instructed to report, at least once every month, the progress of their work, and to send in sketches of the lines surveyed with their bearings and lengths, distinguishing quarter sections made fractional by water from the full quarter sections. On receipt of these sketches, if the proper information is given and no mistakes in the survey are noticed, a preliminary plan is issued to the land agent in whose district the township is situated, and entry can be granted for the unbroken or full quarters. In the case of the fractional quarter sections, entry is not granted until the issue of the final plan showing the correct areas.

One great cause of delay in the issue of the final plans still exists and probably will never be overcome; that is the difficulty of communication between the head office and the surveyors. It is a very rare occurrence that the field notes of a survey be absolutely correct when received from the surveyor; clerical errors, omissions and discrepancies are nearly always found and it is necessary to ask for further information, sometimes more than once, before the plan can be issued. If, as is often the case, the surveyor is fifty or one hundred miles from the nearest post office, a great deal of time elapses before replies can be received. This correspondence with the surveyor has been greatly reduced, however, since the plans are made in the office, the requests for

further information now being in reference to the field notes only, instead of, as formerly, to the plan and field notes.

The introduction of this system required a large increase in the office staff as well as the adoption of new methods and processes; the latter have gradually been improved until a workable system of handling the returns has been evolved. The work has been, to a great extent, specialized, each clerk having his own particular work to do which he learns to do expeditiously. Uniformity of examination has also been reached to an extent which was not attained under the former system.

After the field book has been received and entered in the register, it is given a cursory examination, noting whether or not all the information required has been entered therein, whether the instructions have been followed and in a general way whether the notes are acceptable. If any serious errors or omissions are discovered, the book is returned at once to the surveyor for correction; if not, the book is accepted and the examination is proceeded with. The astronomical observations are then checked and the information necessary to plot the plan is collected. Any former surveys made in the township and those adjoining have to be looked up, and all field notes and plans relating thereto procured from the Records Office. These consist of outline and subdivision surveys, railway right-of-way surveys, traverse surveys, surveys of Indian and other reserves, and of trails, lots and mineral locations. All plots of rivers and lakes, if not already made on the scale used in plotting the township plan, have to be reduced or enlarged, as the case may be, to the proper scale. This is done by photography; the outline of the lake or river traversed can then be traced directly to the township plan without going through the tedious process of replotting. An exhaustive examination of the field notes is then made, a rough plan being compiled at the same time. This includes checking the account, which in an ordinary township means adding up the chainage and classifying it under the different rates of payment for 250 to 300 items, checking over all triangulations and traverse surveys; entering the necessary information on the rough plans, calculating the areas of the full quarter sections, dividing the broken quarter sections up into legal subdivisions and calculating their areas, comparing the closings and corner monuments with those of adjoining surveys and preparing a memorandum of omissions, clerical errors and discrepancies to be sent to the surveyor with a request for explanations or further information. On receipt of his reply, the corrections which he indicates are made in his notes in red ink and the plans amended accordingly.

When the rough plan has been completed and checked, it is handed over to the draughtsmen who prepare finished plans and who form a distinct division of the office. They are not necessarily conversant with the details of the survey work, as the examiners must be.

The progress of the work in connection with the field notes and plans in this and other divisions is kept track of by means of slips attached to books or plans. Each separate set of notes is given a 'job number,' and as the slip passes from one man to another, the dates and number of hours each was engaged are entered on it, forming a complete record from the receipt of the field notes to the issue of the printed plan. These slips show that many of the jobs pass through as many as twenty hands from first to last.

Third Division—Drawing for Reproduction.

The third division of the draughting staff is engaged chiefly in drawing plans for reproduction by photo-zincography or lithography. Four hundred and forty-four township plans and eight plans of settlements or townsites in addition to thirty-five other plans of various descriptions were completed during the year.

The method of preparing township plans for printing is that outlined in the annual report of the Surveyor General for 1905. All distances, bearings, areas and corner markings are stamped on the plans by means of type stamps. During the past year an effort has been made to have all the remaining work required on town-

ship plans done in the same manner. The great difficulty is to secure suitable styles of type, those in use for ordinary printing being, as a rule, not suitable for plans, However, type has been procured suitable for stamping names of lakes, rivers, railroads, &c., but for some of the work none has yet been obtained. It is also very difficult to stamp lettering which lies on a curve. Such work is being done at present in the old way by our more expert draughtsmen, though the aim in view is to have everything done by type.

The plans of townships in British Columbia, owing to the mountainous character of the country, are usually quite complicated and irregular. These plans are the most difficult to prepare and take up much more time than plans of prairie townships. It is necessary to carefully arrange all the details so as to have everything clear and unmistakeable, giving each feature its proper prominence, and at the same time endeavouring to produce the most pleasing effect as a whole.

The work has been systematized so that at present each man has one particular line and no one man turns out a complete pl..... Each doing his own special part, the plan passes from one to the other until each line of work has been performed on it, making a complete plan ready for printing. The result of this system has been a saving in time and also uniformity in the appearance of the finished plans. Four additional stamping outfits have been procured during the year and two more are being made. A small press capable of printing titles, notes, &c., has also been procured; for the work required, it is a great convenience.

Fourth Division—British Columbia Surveys.

Another part of the office staff (the fourth division) looks after the surveys in the railway belt, British Columbia. The nature of these surveys being peculiar on account of the character of the country, and the earlier provincial surveys largely affecting the subdivision of the Dominion lands, it is found convenient to have men who deal with British Columbia work exclusively and become familiar with the many details which complicate it. Ninety-four books of field notes were examined, the methods pursued being very similar to those employed in the second division and the rough plans when completed being sent on to be copied in the third division.

Two hundred and forty-seven miscellaneous plans and tracings were made and two hundred and seventy applications for various information dealt with.

Fifth Division—Mapping.

The remaining draughtsmen, the fifth division, compile and draw any maps that may be required. These consist chiefly of the 'sectional sheets' which are plotted on a scale of two miles to an inch and kept up to date from the township plans and any other material available. As soon as, from new surveys or other information, it seems necessary, a revised plan on tracing cloth is made and handed to the photographer, who reduces it to the scale of three miles to an inch on which these maps are lithographed. Another edition on a six mile scale is issued for office use by further reduction, the small maps being found very convenient for many purposes. Twenty-one sheets were issued during the year on both scales. The sectional maps are confined to that part of the country in which subdivision surveys have been made.

Besides the usual routine work of adding new surveys, railways, post offices, &c., and preparing the maps for new editions, extra work was caused by changes in the outlines of the sheets east of the second meridian. As mentioned in last year's report, it was found advisable to alter the scheme of numbering the sheets so as to cover in a uniform plan the whole extent of country in which Dominion lands are situated. The distance from east to west between the initial meridians of the system of survey is uniform (four degrees of longitude), except in the case of the meridian first established, which was run from a point about ten miles west of Pembina, without any reference to longitude, because the location was a convenient one for making the survey of the line. Two sectional sheets cover the space between any two adjoining meri-

dians from the second meridian westerly, but as there are four ranges more between the first (the principal) meridian and the second, this space was mapped on three sheets of which one covered only a few ranges. The size of the sheets is now being made uniform throughout. This necessitated the redrawing of the Lake of the Woods and Cross lake sheets, and a new tracing of the Winnipeg sheet.

Pincher creek and Kamloops sheets also had to be redrawn because the originals were worn out by the numerous corrections and changes made on them; a new tracing of Lytton sheet was made for the same reason.

New blank forms suitable for all sectional maps between the 17th and 25th base lines were drawn and are now being copied on stones by the lithographers.

These new forms are necessary on account of the extension of the surveys northward, the greater convergence of the meridians in the higher latitudes increasing the 'jogs' on the correction lines to such an extent that the diagrams in use for districts further south become unsuitable.

Apart from the sectional maps, a diagram of the Rocky Mountains triangulation with tables of angles and distances was drawn for photo-lithography; also a map of the semi-arid area of Alberta, and a series of diagrams showing the rainfall in different places for a number of years.

A list of the sectional sheets issued since the last report is given in Appendix No. 8.

ARREARS OF WORK.

The volume of business in this part of the branch is so large that it is found impossible to keep it up to date with the present staff, and even the most essential part of the work cannot be handled with the promptness that is desirable.

The delay in closing surveyors' accounts and in furnishing final plans of newly surveyed townships and of resurveys, is a cause of frequent complaint. Many of the old plans which are out of print require recoupling and printing, but we have been unable to prepare any during two or three years past. It is also very desirable that the series of topographical plans previously mentioned should be proceeded with. The surveyors' field notes contain a large amount of information as to lakes, ponds and swamps, hills and ridges, limits of tracts covered by bush and scrub, nature of timber and classification of the soil in respect to its value for agriculture, which is not at present readily available to the public, or even to officers of the department, being necessarily omitted from the land plans. Any attempt to place these details on one set of plans, in addition to those required for dealing with the lands, would result in so overcrowding the plans as to render them indistinct.

Some of the delay in issuing plans is unavoidable, and some is caused by circumstances exterior to the office and largely beyond our control, such, for instance, as surveyors failing to send in their field notes within a reasonable time or to supply the additional information needed for plotting. Much of the delay would be avoided if the office staff were stronger, but the most serious cause of weakness is the constant changing of the personnel of the office. From January 1, 1905, to date, no less than forty-four men left for one reason or another; some resigned to take employment elsewhere, others were transferred to different branches of the department. The result is that the staff is composed chiefly of men with very little experience and imperfectly acquainted with the business of the office. Effective administration under such conditions is an impossibility. It is most desirable that the staff should be increased to a number commensurate with the amount of work to be done and that after men have been trained to our business and are conversant with it, we should be allowed to retain them. To show how far behind the office work is, it may be mentioned that the plans of about five hundred townships of which surveys have been completed or in which resurveys have been made, remain unissued; new issues of the plans of about eight hundred townships are also needed, but cannot be prepared by the present staff.

PHOTOGRAPHIC OFFICE.

In the photographic office there is a large increase in the work executed over that of last year, the total number of negatives and prints being eight thousand eight hundred and twenty-six against four thousand seven hundred and forty-six last year. The increase is chiefly in the number of silver prints, five thousand one hundred and twenty-four, as compared with nine hundred and sixty-six last year ; many of these prints were for the Forestry Branch.

In the wet plate and photozincography department the township plans are reduced by photography from a scale of thirty chains to a scale of forty chains to the inch. Each plan is photographed on a 16-inch x 18-inch wet plate negative and printed on an 18-inch x 20-inch sheet of zinc. The process of photozincography, introduced in 1903 and 1904 and described in my report for 1904, has proved a success and is far superior to the old method of photolithography. It is more economical and the quality of the work is better. In less than one hour, a township plan can be photographed, printed on zinc and transferred to the power press, a stage which could be reached under the old system only after four or five hours' work and frequently more when the weather conditions were unfavourable.

Sectional maps on a scale of two miles to the inch are reduced for publication to a scale of three miles. They are photographed in two sections on 18-inch x 20-inch wet plate negatives: they are then impressed on zinc and transferred in the lithographic office to large stones for printing. It is hoped in a short time to print these from the zinc plates direct. Another issue of the sectional maps is reduced by photography to a scale of six miles to the inch and printed from zinc for office use.

In addition to the above are the traverses of lakes and rivers furnished by the surveyors with their field notes; they have to be reduced to the thirty chains scale. The average number pinned on the camera board is fifteen. They are first greatly reduced, after which the negative is placed in the enlarging camera and adjusted to the proper size. The image is thrown on bromide paper and when developed, washed and dried, is used for plotting out the township plans.

The work for the Geological Survey consists principally of photographing sections of maps for the purpose of enlarging or reducing the scales, a great help and saving of time to the draughtsmen.

On several occasions lantern slides transparencies were made for the Forestry Branch for use in illustrated lectures abroad and at home.

A schedule of the work executed is given as Appendix No. 10.

The staff is the same as at the date of the last report, namely, one photographer in charge, one photo-lithographer and photo-engraver, three photographers and two assistants. A large part of their work is in direct connection with the preparation of township and other plans, reducing plans to proper scale for compiling and photographing for reproduction on zinc or stone the plans furnished by the draughtsmen.

LITHOGRAPHIC OFFICE.

Work was continued in the lithographic office on the same lines as last year. There has been some increase in the number of maps and forms printed and a decrease in the number of township plans.

No change was made in the staff, which consists of one foreman, one transferer, one power press printer, one lithographer, one stone polisher and one apprentice.

VISIT TO SOUTHAMPTON.

The methods and processes for the preparation and reproduction of plans outlined above were, to a large extent, adopted from those in use at the Ordnance Survey, Southampton, as described in their publications. This is the largest map making establishment in the world; it is under the direction of specialists of great ability and everything pertaining to map making has been brought there to a high degree of perfection. Owing to the enormous increase in the number of plans issued by this

office, their mode of production has assumed considerable importance and it is most desirable that the latest improvements should be introduced in our practice. I was accordingly authorized to visit the Ordnance Survey in order to become acquainted with the details of the organization and mode of execution of their work, which in technical matters of this kind, cannot be fully understood from printed descriptions. The High Commissioner, Lord Strathcona, was kind enough to introduce me to Colonel R. C. Hellard, R.E., Director General of the Ordnance Survey, by whom I was received with the utmost courtesy. I was shown over the whole establishment by Colonel S. C. M. Grant, C.M.G., R.E., in charge of the Publication Branch, and Capt. W. J. Johnston, R.E., in charge of the Trigonometrical Branch; they spared no pains to show and explain everything in connection with their work. Advantage was taken of my presence in London to visit the establishments where the surveying instruments supplied to our surveyors, are made. I had conferences with the makers and discussions with their men which resulted in marked improvements in the patterns of our instruments. At the request of the Minister of Inland Revenue, I called at the International Bureau of Weights and Measures to obtain information respecting the organization and work of the bureau.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The regular meeting of the board was held as directed by clause 101 of the Dominion Lands Act, on the second Monday in February, 1906, and following days. Special meetings were held from the 12th to the 16th December, 1905, on the 20th April, on the 1st May, and from the 7th to the 16th May, 1906.

The regular examinations were held during the February meeting at Ottawa, Toronto, Regina and Edmonton. Professor Stewart, D.T.S. of the School of Practical Science, presided at the examination in Toronto, F. J. Robinson, D.L.S., in Regina, and J. N. Wallace, D.L.S., in Edmonton, the two latter gentlemen having been appointed as special examiners by an Order in Council, dated February 10, 1906.

Twenty-five candidates successfully passed the 'Preliminary Examination for admission as articled pupil' as follows:—

A. H. Arens, Orillia, Ont.
D. D. Cairnes, Ottawa, Ont.
W. M. Carthew, Edmonton, Alta.
A. L. Cuming, Ottawa, Ont.
E. Flexman, Edmonton, Alta.
P. W. Greene, Orillia, Ont.
R. M. Hannon, Edmonton, Alta.
E. Harrison, Belleville, Ont.
S. N. Hill, Ottawa, Ont.
P. N. Johnson, Edmonton, Alta.
G. R. Jones, Brantford, Ont.
A. E. Jupp, Toronto, Ont.
F. Lambart, Ottawa, Ont.
N. C. Mackinnon, Red Deer, Alta.
W. L. MacIlquham, Ottawa, Ont.
J. F. Menzies, Staples, Ont.
B. F. Mitchell, Hamilton, Ont.
G. L. Rainboth, Aylmer, Que.
F. W. Rice, Ottawa, Ont.
H. F. Routly, Cambray, Ont.
C. Ryley, Ottawa, Ont.
W. A. Scott, Galt, Ont.
W. M. Setwart, Hamilton, Ont.
P. B. Street, Toronto, Ont.
W. M. Treadgold, Ottawa, Ont.

Nineteen candidates passed the 'Final Examination for Admission as a Dominion Land Surveyor,' as follows:—

J. C. Baker, Vermilion, Alta.
E. R. Bingham, Toronto, Ont.
P. A. Carson, Ottawa, Ont.
W. Christie, Chesley, Ont.
F. F. Clarke, Deer Park, Ont.
T. A. Davies, Ottawa, Ont.
J. S. Dobie, Regina, Sask.
A. H. Hawkins, Listowel, Ont.
F. D. Henderson, Ottawa, Ont.
A. J. Latornell, Meaford, Ont.
F. H. Mackie, Ottawa, Ont.
G. McMillan, Ottawa, Ont.
H. J. McAuslan, Heathcote, Ont.
H. L. Seymour, Ottawa, Ont.
J. D. Shepley, Leamington, Ont.
C. C. Smith, Ottawa, Ont.
A. G. Stacey, Ottawa, Ont.
C. M. Teasdale, Concord, Ont.
W. M. Tobey, Ottawa, Ont.

Bonds for the sum of one thousand dollars each, as required by clause 115 of the Dominion Lands Act, were received from seventeen candidates who had previously passed the necessary examinations for commissions as Dominion Land Surveyors.

Sixteen commissions to Dominion land surveyors were issued.

Every Dominion land surveyor is required by clause 125 of the Dominion Lands Act to be in possession of a subsidiary standard of length furnished by the Secretary of the Board of Examiners. Eleven such standards were issued during the year. A list of surveyors who have been furnished with standard measures up to June 30, 1906, will be found in Appendix No. 4.

The correspondence of the board amounted to:—

Letters, &c., received	627
Letters sent	564

The examination papers used at the regular examination in February, 1906, and at a special examination in May, 1906, are submitted as Appendix No. 43.

APPENDICES.

The following documents are appended:—

No. 1.—Schedule of Dominion land surveyors employed, and work executed by them, from July 1, 1905, to December 31, 1905.

No. 2.—Schedule of Dominion land surveyors employed and work executed by them, from January 1, 1906, to June 30, 1906.

No. 3.—Schedule showing for each surveyor employed during 1905, the number of miles surveyed of township subdivision lines, township outlines, traverses of lakes and rivers, and resurvey; also cost of the same.

No. 4—List of Dominion land surveyors who have been supplied with standard measures.

No. 5.—List of lots in the Yukon Territory of which surveys have been confirmed during the year ended June 30, 1906.

No. 6.—List of miscellaneous surveys in the Yukon Territory of which returns have been received during the year ending June 30, 1906.

No. 7.—Statement of work executed in the office of the chief draughtsman.

No. 8.—List of sectional maps revised and reprinted from July 1, 1905, to July 1, 1906, on three mile and six mile scales.

No. 9.—Statement of work performed in the survey record office for the twelve months ending June 30, 1906.

No. 10.—Statement of work executed in the photographic office during the twelve months ending June 30, 1906.

No. 11.—Statement of work executed in the lithographic office during the twelve months ending June 30, 1906.

No. 12.—Names and duties of employees of the topographical Surveys Branch at Ottawa.

No. 13.—Report of C. F. Aylesworth, D.L.S.

No. 14.—Report of D. Beatty, D.L.S.

No. 15.—Report of P. R. A. Belanger, D.L.S.

No. 16.—Report of E. Bray, D.L.S.

No. 17.—Report of L. T. Bray, D.L.S.

No. 18.—Report of R. W. Cautley, D.L.S., survey of sixteenth base.

No. 19.—Report of R. W. Cautley, D.L.S., survey of thirteenth base.

No. 20.—Report of W. A. Ducker, D.L.S.

No. 21.—Report of A. Driscoll, D.L.S.

No. 22.—Report of C. C. Fairchild, D.L.S.

No. 23.—Report of L. E. Fontaine, D.L.S.

No. 24.—Report of G. A. Grover, D.L.S.

No. 25.—Report of E. W. Hubbell, D.L.S.
No. 26.—Report of A. W. Johnson, D.L.S.
No. 27.—Report of G. J. Lonergan, D.L.S.
No. 28.—Report of C. F. Miles, D.L.S.
No. 29.—Report of W. G. McFarlane, D.L.S.
No. 30.—Report of T. S. Nash, D.L.S.
No. 31.—Report of Geo. Ross, D.L.S.
No. 32.—Report of J. E. Ross, D.L.S.
No. 33.—Report of A. Saint Cyr, D.L.S., for 1905.
No. 34.—Interim Report of A. St. Cyr, D.L.S., for 1906.
No. 35.—Report of B. J. Saunders, D.L.S.
No. 36.—Report of H. W. Selby, D.L.S.
No. 37.—Report of J. N. Wallace, D.L.S.
No. 38.—Report of Jas. Warren, D.L.S.
No. 39.—Report of M. B. Weekes, D.L.S.
No. 40.—Report of A. O. Wheeler, D.L.S.
No. 41.—Report on the Caves of Cheops by A. O. Wheeler, D.L.S.
No. 42.—Report of W. Thibaudeau, C.E.
No. 43.—Examination papers of the Board of Examiners of Dominion Land Surveyors.
No. 44.—Descriptions of surveyed townships submitted by Dominion Land Surveyors during the year ending June 30, 1906.

I have the honour to be, sir,
Your obedient servant,

E. DEVILLE,
Surveyor General.

[These appendices will appear in supplement form.]

PART IV.

REGISTRARS.

REGISTRARS

No. 1.

REPORT OF THE REGISTRAR AT BATTLEFORD.

LAND TITLES OFFICE,
BATTLEFORD, June 30, 1906.

The Secretary,
Department of the Interior,
Ottawa.

SIR,—I have the honour to inclose herewith the report of this office for the fiscal year which ends to-day. The large increase in the work and revenue over the preceding year, and particularly the increase in the months of the present calendar year, will be observed. For the first time in the history of this office I believe it can now be said that it has reached the self-supporting stage.

Your obedient servant,

J. W. HANNON,
Registrar.

STATEMENT of transactions at the Land Titles Office for the West Saskatchewan Land Registration District, Battleford, Saskatchewan, from July 1, 1905, to June 30, 1906.

Year and Month.	Free Certificates Issued.	Total Certificates Issued.	Total Instruments Registered	Fees Received.				
				For Certificates of Title.	For Registration of Instruments.	For Searches, Abstracts, Copies, &c.	For Assurance Fees.	Total.
1905.				$	$	$	$	$
July	1	17	29	71 00	11 50	35 75	28 14	146 39
August	1	23	30	78 00	9 00	10 75	45 48	143 23
September	82	104	136	69 00	7 00	12 25	56 15	144 40
October	212	228	237	58 00	17 00	12 50	37 78	125 28
November	165	170	170	16 00	.....	11 25	.....	27 25
December	48	63	87	58 00	41 00	19 25	37 80	156 05
1906.								
January	12	52	68	150 00	116 00	33 50	110 80	410 30
February	38	64	65	91 00	102 00	79 35	79 75	352 10
March	37	90	93	186 00	20 50	47 75	74 45	328 70
April	14	40	61	97 00	28 50	53 50	83 85	262 85
May	17	72	91	179 00	120 50	50 75	133 91	484 16
June	74	105	55	126 50	52 00	70 75	134 01	383 26
Totals	701	1,028	1,122	1,179 50	525 00	437 35	822 12	2,963 97
For 1904-1905	259	352	398	339 00	87 00	148 25	198 33	772 58
Increase in 1905-1906	442	676	724	840 50	438 00	289 10	623 79	2,191 39

J. W. HANNON.
Registrar.

No. 2.

LAND TITLES OFFICE,
CALGARY, N.W.T., July 12, 1906.

The Secretary,
Department of the Interior,
Ottawa.

SIR,—Inclosed will be found the statement of the transactions in regard to registrations in this office for the year ending June 30, 1906, as also for comparison, a similar statement for the year ending June 30, 1905.

Your obedient servant,

W. ROLAND WINTER,
Registrar.

SOUTH ALBERTA LAND REGISTRATION DISTRICT, CALGARY.

COMPARATIVE STATEMENT of Registrations, &c., in the Land Titles Office, South Alberta Land Registration District (Calgary), for the Years July 1, 1904, to June 30, 1905, and July 1, 1905, to June 30, 1906.

Year and Month	Number of Instruments Registered.	Free Certificates only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.	Year and Month	Number of Instruments Registered.	Free Certificates only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.
1905.				$ cts.	$ cts.	1904.				$ cts.	$ cts.
July	598	132	415	459 20	1,886 50	July	501	95	355	395 40	1,605 15
August	670	154	482	658 65	2,245 55	August	696	215	536	389 50	1,787 80
September	685	221	508	587 10	2,022 90	September	511	71	343	348 00	1,604 15
October	649	98	432	587 85	2,191 25	October	571	187	42	312 75	1,435 25
November	689	116	480	679 90	2,454 05	November	485	93	347	326 60	1,507 60
December	602	15	357	718 15	2,517 50	December	484	106	339	404 70	1,521 30
1906.						1905.					
January	841	126	564	817 25	3,009 30	January	514	71	315	451 05	1,758 00
February	934	159	689	870 80	3,264 80	February	477	26	295	441 90	1,820 05
March	1,034	224	741	1,000 85	3,632 15	March	608	79	409	575 03	2,159 73
April	869	85	620	1,139 70	3,695 95	April	594	55	402	1,074 10	2,768 35
May	1,130	189	758	1,272 15	4,135 75	May	710	139	508	542 50	2,293 45
June	1,862	946	1,537	1,285 50	4,154 30	June	819	281	642	655 60	2,412 55
	10,563	2,465	7,583	10,077 10	35,210 00		6,970	1,418	4,533	5,917 13	22,673 38
Irrigation plans.	4				4 00	Irrigation plans.	4				4 00

Certified correct,
W. ROLAND WINTER,
Registrar.

No. 3.

REPORT OF THE REGISTRAR AT DAWSON.

LAND TITLES OFFICE,
DAWSON, Y.T., June 30, 1906.

Report made by J. E. Girouard, Registrar of the Land Titles Office for the Yukon land registration district, of transactions of the office, from the 1st day of July, 1905, to the 30th day of June, 1906.

Year and Month.	No. Deeds Recorded.	No. Certificates of Title Issued.	Income.		
			Fees.	Assurance Fund.	Total.
1905.			$ cts.	$ cts.	$ cts.
July	57	36	254 42	12 08	266 50
August	71	37	296 80	31 75	328 55
September	48	28	211 15	32 30	243 45
October	49	18	159 85	14 15	174 00
November	20	13	80 75	4 00	84 75
December	12	5	37 00		37 00
1906.					
January	9	5	20 80	2 80	23 60
February	14	8	39 11	11 74	50 85
March	42	15	82 70	6 35	89 05
April	24	15	111 35	4 65	116 00
May	33	19	145 55	8 40	153 95
June	31	14	145 15	4 70	149 85
	410	213	1,584 63	132 92	1,717 55

J. E. GIROUARD,
Registrar.

No. 4.

REPORT OF THE REGISTRAR AT EDMONTON.

LAND TITLES OFFICE,
EDMONTON, ALBERTA, August 20, 1906.

The Secretary,
Department of the Interior,
Ottawa.

SIR,—Inclosed please find my annual statement showing number of registrations and total amount of fees collected in the North Alberta Land Titles Office for the year ending June 30, 1906, amounting to $35,574.70.

I am, sir,

Your obedient servant,

GEO. ROY,

Registrar.

STATEMENT showing number of Registrations and amount of Fees collected in the Land Titles Office for the North Alberta Land Registration District, for the Year ending June 30, 1906, and a comparison with the work done the previous year.

Month.	Number of instruments registered.	Total number of certificates issued.	Number of free certificates issued.	Amount of assurance fees.	Total amount of fees collected.
1905.				$ cts.	$ cts.
July	874	450	112	391 55	2,106 55
August	644	466	186	423 10	1,915 35
September	673	399	126	410 50	1,930 25
October	686	397	80	543 30	2,264 65
November	766	447	118	605 25	2,418 00
December	741	378	100	681 25	2,311 25
1906.					
January	1,171	726	212	1,009 35	3,890 35
February	664	344	90	590 85	2,175 00
March	1,292	713	86	1,238 40	4,679 40
April	1,064	621	145	1,043 35	3,825 95
May	1,239	271	785	1,063 65	4,038 55
June	1,029	119	642	1,056 50	4,019 40
Totals	10,843	5,331	2,682	9,057 05	35,574 70
Registrations for year ending June 30, 1905	8,401	4,631	1,476	4,966 00	23,835 55
Showing increases over previous year	2,442	700	1,206	4,091 55	11,739 15

No. 5.

REPORT OF THE REGISTRAR AT PRINCE ALBERT.

LAND TITLES OFFICE,
PRINCE ALBERT, SASK., July 6, 1906.

The Honourable
Minister of the Interior.
Ottawa.

SIR,—I herewith beg to submit my report of the proceedings of this office for the year 1905-06.

The receipts show a very satisfactory increase over the preceding year, that of $3,988.50.

This increase has not been attained without a great strain on the part of the staff, considering that only during ten weeks has additional help been allowed us, but I must now most urgently point out the immediate necessity of enlarging the staff so as to compete with the work before us. In my opinion the work of this office now warrants the appointing of a deputy registrar and a stenographer, making a staff of five in all.

These appointments should be made at once as both the free work and pay work are far behind.

I must also report that vault accommodation is badly needed ; the shelves in the vault are now more than full, many registers and other papers and books standing on the floor. The condition of the vault itself is not at all satisfactory, the walls being cracked by the subsidence of the foundation ; the door is badly cramped so that it has to be forced open with an iron bar and closed with a heavy maul. I beg to acknowledge with gratitude the willing help afforded me at all times by the staff.

I have the honour to be, sir, your obedient servant,

S. BREWSTER,
Registrar.

SESSIONAL PAPER No. 25

ANNUAL Report for the East Saskatchewan Land Registration District, Prince Albert, Year 1905-6.

Year and Month.	No. of Instruments	Free Certificates Issued.	No. of Certificates Issued.	Assurance Fees.	Total Fees.
1905.				$ cts.	$ cts.
July	400	102	231	235 10	1,058 15
August	400	106	228	146 10	896 45
September	311	69	192	189 25	867 50
October	292	62	173	226 35	934 55
November	279	28	165	196 85	1,016 85
December	329	94	231	229 45	940 20
1906.					
January	320	50	176	255 75	1,013 75
February	401	97	265	277 10	1,166 85
March	449	65	289	327 65	1,451 40
April	351	40	219	321 85	1,329 60
May	485	37	308	611 45	2,064 45
June	418	28	394	445 60	1,638 10
Totals	4,435	778	2,871	3,462 50	14,377 85

The total receipts for the year 1904-5 were $10,389.35, showing an increase this year of $3,988.50, and an increase over 1903-4 of $6,876.15.

S. BREWSTER,

PRINCE ALBERT, Sask., July 5, 1906. *Registrar.*

No. 6.

REPORT OF THE REGISTRAR AT REGINA.

LAND TITLES OFFICE,
REGINA, N.W.T., July 16, 1906.

The Deputy Minister,
Department of the Interior,
Ottawa, Ontario.

SIR,—I beg to report as follows regarding the work of the Land Titles Office for the Assiniboia Land Registration District, for the year ending June 30 last past.

The following is a statement of the fees received during each month of the said year :—

	For Certificate of Title.	For Registration of Instruments	For Searches.	For Assurance Fees.	Total Fees.	Deposits.
1905.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	2,359 20	912 50	472 55	1,318 10	5,062 35	5,062 35
August	2,230 00	888 00	452 65	1,597 35	5,168 00	5,168 00
September	2,156 35	695 50	378 25	1,305 45	4,535 55	4,535 55
October	2,021 75	809 50	612 30	1,377 15	4,820 70	4,820 70
November	2,314 45	768 25	737 10	1,747 35	5,567 15	5,567 15
December	2,658 50	794 50	644 00	1,621 15	5,718 15	5,718 15
1906.						
January	3,378 60	1,258 75	794 00	2,598 10	8,029 45	8,029 45
February	3,800 60	1,447 00	757 55	2,537 85	8,543 00	8,543 00
March	5,280 95	1,873 75	1,220 45	3,688 95	12,064 10	12,064 10
April	3,444 30	1,234 00	780 25	2,480 80	7,939 35	7,939 35
May	4,359 70	1,450 75	1,070 30	3,171 85	10,052 60	10,052 60
June	5,830 65	1,723 00	936 50	4,349 05	12,839 20	12,839 20
Totals	39,835 05	13,855 50	8,855 90	27,793 15	90,339 60	90,339 60

The total of these fees for the year ending June 30, 1905, was $63,646.15, showing an increase, roughly speaking, of 45 per cent. Besides the above work free certificates were issued on grants to the number of 2,607, an increase over last year of 1,213, or about the same increased percentage. The volume of 'Free' work done for the North-west Territories and province of Saskatchewan for the same time would not show quite this increase, I am satisfied, and as it would necessitate a large amount of clerical time being taken to figure this with certainty, I have not done so, not considering it of sufficient importance. Each item would have to be picked out of the general work of the office.

Twenty-two new town sites have been registered, as have twenty-six additions to and subdivisions of heretofore existing town sites, an increase of nearly 25 per cent over last year.

The contingent expenditure of this office outside the payment of temporary clerks has been for the past year only $1,284.10. This was almost altogether expended for postage.

The increase of work in this office necessitated some change if section 33 of the Land Titles Act was to be always complied with, and I have instituted a receiving book in which all work is entered as of the day, hour and minute when received. This work then passes along to the examiners and such as is found to be correct and ready for registration is placed on the day-book and given date, hour and minute taken from the receiving book in order that the section of the Act may be followed. The incomplete work is returned.

The transfer to the Southern Alberta Land Registration District of the ten ranges west of the fourth meridian caused a congestion of the work in this office, but I am pleased to be able to report that with the assistance of the night staff, lately established, all arrears have now been cleared off, except the issue of certificates of title on grants, and the work is being regularly done. It takes from five to six days to get a piece of work through the office, but I hope later on to shorten this time by a day or two.

I would suggest that if in future any division of registration districts is made the new one be established and have its officers appointed, and that they come right into this building (supposing the division is in this district), and while doing the registration work for the new district they would be gradually transferring the papers and records to that office, and thus after a time, without stopping or interfering with the work of this office they would have the registrations of the new district up to date and all instruments and documents that would have to be transferred, picked out and filed in their own files, and the only delay would be the day or two required to move the files and place them in position in their new quarters.

Besides the registrar and deputy registrar the staff to-day consists of thirteen permanent clerks and twenty-one temporary clerks. Nine of these clerks constitute the night staff. This staff is employed making out duplicates and copying duplicate certificates of title into the registers.

If this Land Titles Office is to occupy this building for another year increased vault accommodation should be provided.

I have the honour to be, sir, your obedient servant,

F. F. FORBES,
Registrar.

DEPARTMENT OF THE INTERIOR

REPORT

OF THE

CHIEF ASTRONOMER

BEING PART V. OF THE ANNUAL DEPARTMENTAL REPORT

FOR THE

YEAR ENDING JUNE 30

1906

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REPORT

OF THE

CHIEF ASTRONOMER AND INTERNATIONAL BOUNDARY COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
DOMINION ASTRONOMICAL OBSERVATORY,
OTTAWA, CANADA, October 9, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to present the report of the Astronomical Branch of the Department of the Interior and of the International Boundary Surveys, for the past year.

The correspondence from July 1, 1905, to June 30, 1906, was as follows:—

Letters received (exclusive of circulars, &c.)	1,124
Letters sent (exclusive of circulars, &c.)	2,087
Accounts dealt with	672

The expenditure, including salaries of all temporary employees, was $131,000, of which $96,745.44 was on account of boundary surveys.

The work of the photographer was as follows:—

Survey plates (developed). 4¾ x 6½	886
" " 5 x 7	106
Films, 3¼ x 5½	603
" 4 x 5	72
" 5 x 7	133
Copies of maps and plans, 4¾ x 6½	68
" " 8 x 10	69
" " 11 x 14	26
" " 14 x 17	9
" " 16 x 20	121
Lantern slides, 3¼ x 3¼	170
Black and white (prints and negatives), blue prints, 16 x 20	2
" " " 18 x 22	2
" " " 30 x 40	14
" " " 40 x 60	6
Bromide prints (contact and enlargements), 11 x 14	47
" " 16 x 20	352
" " 30 x 40	7
" " 10 x 14	2,824
" " 9 x 36	45
Argo paper prints (contact), 4 x 5	295
" " 4 x 6	1,618
" " 4¾ x 6½	145
" " 5 x 7	2,013
" " 8 x 10	220
" " 10 x 14	4
From April 1, seismograph record sheets developed	61
Total	9,918

The library now contains 2,053 volumes, comprising standard works on mathematics, astronomy, geodesy, physics, &c., and many scientific periodicals, reports of observatories, societies, and scientific operations.

The time service has been operated successfully during the year. Some few additions have been made to the number of dials operated in the government buildings. The signal for firing the noon gun on parliament hill is now given from the observatory, and a noon signal is also given at the city offices of the Great North Western Telegraph and the Canadian Pacific Telegraph, when desired. Arrangements are making for the installation of the electric dials, including a large one for the tower at the city post office. Some improvements have been made in the time apparatus in the observatory, which are detailed in the appended report by Mr. Stewart.

The fifteen-inch equatorial instrument has been under the charge of Mr. Plaskett, who has put in an electric control for the clockwork, and has improved the star spectroscope by addition of bracing for avoidance of flexure, and a covering box with automatic temperature regulation. Thus improved it is used for line of sight determinations. The solar camera, with negative lens, has been adapted for attachment to the eye end of the telescope and is used for photographs of the sun. Photometric observations on stars have been made by Mr. Tobey with the wedge photometer, and with the stellar camera. A full report by Mr. Plaskett on these instruments, their adjustments and use, will be found in appendix 2.

The number of visitors to the observatory during the year has been 4,402. The Saturday 'open' night for the public to look through the large telescope has been continued.

Designs for a coelostat house behind the main building have been prepared in the Department of Public Works, and it is expected that construction will shortly be begun. It is intended to instal in this building the 20-inch coelostat which was purchased last year for the eclipse expedition to Northwest river. The solar rays will be reflected through a tunnel to a room in the basement of the observatory, where the image can be examined spectroscopically.

The transit house, the construction of which was begun last year, has been practically completed, except for the piers, which it was thought advisable not to build until the instruments to be placed on them were ready for installation. The principal instrument, the meridian circle, is under construction in England, and is expected shortly.

The seismograph was set up in January in the room which had been provided for it in the basement. It is a two-pendulum instrument by Bosch, of Strassburg, registering two right angled components of the horizontal displacement photographically, on paper moving at a speed of 90 cm. per hour. The instrument has been under the charge of Dr. Klotz. A considerable number of earthquake shocks have been recorded, notably the great San Francisco earthquake of April 18 last. Unfortunately an interruption to the series of observations has occurred through taking up the floor of the room to put in additional drains, which were found necessary on account of dampness. The instrument is now in working order again.

The difficulties attending the repair of instruments, and the making of minor attachments or appliances have been lessened by the use of tools and machinery in the workshop. Recently a mechanician has been appointed.

The determination of latitude and longitude of points in Canada has been continued to fill requests for geographical positions made by the geographer of the department, and by the Georgian Bay Canal Survey. Since the date of my last report Mr. F. A. McDiarmid has made the necessary field observations at the following places:—

New Liskeard, May-June, 1906, latitude and longitude.
Rivière Ouelle wharf, June, 1906, latitude and longitude.
Maniwaki, July, 1906, latitude and longitude.
Cliff street observatory (second determination), May, 1906, longitude.

The longitudes of these stations have been determined by exchange of time signals

with the temporary transit house at this observatory, Mr. R. M. Stewart taking the time observations here.

The geographical work was interrupted by the necessity of sending Mr. McDiarmid to the Yukon in connection with the determination of the 141st meridian. Since his return he has again taken it up.

These astronomical determinations serve a useful purpose in the correction of maps, when the scale of these is not too large. For the control and checking of topographical surveys they are deficient. This is due to the fact that the astronomical and the geographical co-ordinates of the same point are not necessarily, nor usually, the same. The application of astronomy to topographical purposes proceeds on the assumption that the earth is a true spheroid and that the vertical line at a place (the direction of which it is the part of latitude and longitude observations to determine), is a true normal to it. This assumption is only approximately true: the irregularities of the earth, both above and beneath the surface, by their attractions, cause 'local deviations of the plumb line,' so that astronomical positions, though accurate in themselves within a few feet, may show a discrepancy in comparison with survey measurements of very considerable amounts.

Thus astronomical positions are to be used with caution in the control, in testing the accuracy of surveys made with any degree of precision. Their utility has regard rather to general maps, based on a number of local surveys, in controlling compilation. These surveys, each accurate within limits prescribed by its immediate purpose, will yet in general, as experience shows, be subject to errors of scale or distortion. When a general map is compiled by building up these surveys the separate errors tend to accumulate until the aggregate becomes sufficiently greater than the uncertainty, from the cause mentioned, of the astronomical observations. In such case these may be applied to correct the compilation.

It has been thought well to emphasize this point, since the relation of astronomical observations to surveys is frequently misunderstood, and corrections often misapplied.

There is still a wide field for astronomical determinations in Canada, both in correcting general maps compiled from local surveys not co-ordinated, and in affording new points of departure for geographical surveys in unsurveyed regions. They cannot serve as control for topographical surveys of any degree of minuteness of detail. This is the function of the trigonometrical survey.

The trigonometrical survey has been carried on during the last year in the country between the Ottawa and the St. Lawrence rivers, southerly and eastwardly from the city of Ottawa. The general plan is the laying out of a network of quadrilaterals with sides 15 to 20 miles long. It is desired to carry this network eastward parallel to the 45th parallel as far as the Maine boundary.

While in general the triangulation will be 'secondary,' having for purpose the establishment of control for topography, a selection will be made of quadrilaterals to be observed as a primary chain, which can be connected with the United States Coast and Geodetic Survey and the United States Lake Survey triangulation.

The work on the triangulation has so far been confined to the selection of points and the erection of stations thereat for the angular observations. The building of high framework for the observing stations has been found generally necessary in this section of the country, on account of the small elevation of the hills, and the frequent occurrence of timber. The erection of these frameworks is in the hands of Mr. J. D. McLennan, under the supervision of Mr. C. A. Bigger. A beginning has also been made in the carrying on of lines of geodetic levelling, which is a necessary concomitant of the triangulation, so as to obtain the vertical, as well as the horizontal co-ordinates of the stations.

BOUNDARY SURVEYS.

The resurvey and remarking of the international boundary line along the 49th parallel, by Mr. J. J. McArthur, in conjunction with Mr. Sinclair, of the United States Coast and Geodetic Survey, has been continued.

Mr. McArthur's operations have been on the section of the line in the Cascade mountains, and thence westerly in the valley of Fraser river. This section is throughout extremely difficult to survey, being very mountainous and densely wooded on the mountain slopes and lower lying lands. Since the party is still in the field, a report of the amount of work completed cannot be furnished.

It is with very great regret that I record the death of Mr. Howell Bigger, who was employed on this work. He was a young man of great promise, an honour graduate of McGill University in the engineering course, an Ontario land surveyor and a Dominion land surveyor. He was appointed to this branch by order-in-council of May 31, 1904. He had the duty assigned to him of carrying on the triangulation along the boundary line, a duty which he performed carefully and energetically. He also last winter made the triangulation connecting the old and the new observatories in Ottawa. While working near Huntingdon, B.C., in the early part of June he was attacked by appendicitis. Distance from proper medical care, coupled with his unwillingness to leave his work, led to fatal delay. He was taken to Vancouver hospital and operated upon on June 6, but too late. After lingering a month he died on July 7.

Dr. R. A. Daly has continued his geological investigations along the 49th parallel west of the Rocky mountains, and collections of the fauna of the region have been made under the direction of Mr. J. M. Macoun.

The survey of the Canada-Alaska boundary line under the Award of 1903 and the supplementary agreement of March 25, 1905, has been continued.

The distribution of the survey work on this boundary line during the present season has been as follows:—

One Canadian party under Mr. A. J. Brabazon, D.L.S., in the vicinity of the Alsek river.

One Canadian party under Mr. W. F. Ratz, D.L.S., in the vicinity of Taku river.

One Canadian party under Mr. J. D. Craig, D.L.S., in the vicinity of Whiting river.

An attaché, representing the United States Commissioner, accompanied each of the two last mentioned parties.

One United States party has been working eastward from Yakutat bay towards the Alsek river, and three parties at the crossing of Chilkat river, the Chilkoot and White passes, and southerly from the latter pass.

Mr. George White-Fraser, D.T.S., has been my representative with the United States surveyors operating in the Lynn canal region.

As a result of the examination which was made last year into the condition of the monuments marking the boundary line eastward from Richelieu river to St. Croix river, an agreement was made between the United States and British governments for the resurvey and remarking of this section of the boundary line, in the same way as had been agreed to in regard to the 49th parallel. I was named for commissioner on behalf of His Majesty by order-in-council of July 7, 1906. Mr. O. H. Tittmann was appointed to a similar position for the United States.

With the concurrence of the Minister, I appointed Mr. G. C. Rainboth, D.L.S., as engineer in command of the Canadian share of the survey, and Mr. J. B. Baylor, of the United States Coast and Geodetic Survey, was appointed to a similar position by Mr. Tittmann.

The survey was commenced at Hall's stream, at the northeast corner of the state of Vermont, about the beginning of August, and is now in progress, proceeding westward from the initial point.

The work consists of cutting a vista through the forest, which is fairly dense where the operations are now going on, chain measurements along the line, making a plane table sketch of the adjacent topography, running a line of levels along the line, and setting the monuments.

For monuments, preference was had for granite monuments similar to those placed along the Quebec-New York line in 1902, but consideration of cost of conveyance of the monuments in the hilly country to the points where they will be needed,

resulted in a decision to use the old cast-iron monuments, when they were in good condition, resetting them in large concrete bases, and to place granite or concrete monuments only where the old monuments were broken or missing, or where additional monuments were needed.

A fourth boundary commission has become necessary with the ratification of the recent convention between the United States and Great Britain for the survey and demarcation of the 141st meridian. This meridian, under the terms of the Treaty of 1825, between Great Britain and Russia, forms the boundary between Canada and Alaska from the point where the Award boundary of 1903 terminates, near Mount St. Elias, to the Arctic ocean. The convention provides for the appointment of one commissioner by each country, whose duties shall be to determine the meridian in question where it crosses the Yukon river, and to survey and mark the line north and south from that point.

I was nominated as His Majesty's commissioner by order-in-council of July 23, 1906, and Mr. Tittmann has been appointed on behalf of the United States.

Since the observations for longitude could be made in summer time only, our first action was to arrange that these should be made immediately, so that actual survey of the line, for which there is reported to be pressing need, could be begun early next spring.

The telegraph line from Dawson, Yukon, to Fort Egbert, Alaska, follows the Yukon river, across the meridian. From Dawson, communication with the south is had by the government line to Ashcroft, B.C., and thence by the Canadian Pacific Railway telegraph to Vancouver. Fort Egbert is connected by a telegraph line built by the United States government with Valdez, Alaska, from which communication is had with Seattle by cable. The longitude of Vancouver had already been determined by observations which are printed in my report of last year. That of Egbert was determined by the United States Coast Survey in 1905. A double determination of longitude at the meridian from both sides was therefore possible, and was decided upon. Mr. Tittmann sent an observer, Mr. Smith, to Fort Egbert, while I detailed Dr. Klotz for the Vancouver observations and Mr. F. A. McDiarmid for those at the presumed location of the 141st meridian. The observations have lately been completed.

An interesting point in connection with this is the fact that on the line between Vancouver and the 141st meridian there were four 'repeaters.' A repeater is a combination of relays whereby signals are automatically transmitted from one section of a line to another for the purpose of better utilizing battery power. From the construction of a repeater there is no certainty that the time of transmission of signals in opposite directions through it will be equal, and any difference in this time would affect the resulting longitude by half of its amount.

Not being aware of any previous experiments to determine the amount of this uncertainty, and recognizing the necessity of either estimating or eliminating it in such an important longitude determination as this, I had some experiments made with a repeater, which showed that the effect was measurable, and might become, though apparently only through a forced adjustment, large enough to be comparable with the probable error of a time determination. After some consideration, I advised the observers to make two exchanges of time in the one evening, directing the operators at repeating stations to reverse their repeaters between the exchanges. This reversal, if done without change of adjustment, should approximately at least eliminate the error from the mean of the two exchanges.

Appended to this report are the following sub-reports, namely:—

Appendix 1.—Report by Dr. Otto J. Klotz, on seismographic and magnetic work, and determination of the 141st meridian.

Appendix 2.—Report by J. S. Plaskett, Esq., B.A., on observatory instruments and astrophysical work.

Appendix 3.—Report by R. M. Stewart, Esq., M.A., on time service

Appendix 4.—Report by J. Macara, Esq., on longitude and latitude work.

Appendix 5.—Report by R. A. Daly, Ph.D., on the geology of the mountains crossed by the international boundary (49th parallel).

I have the honour to be, sir,
Your obedient servant,

W. F. KING,
Chief Astronomer and International Boundary Commissioner.

APPENDIX 1

REPORT OF THE CHIEF ASTRONOMER, 1906.

SEISMOGRAPHIC AND MAGNETIC WORK

AND

DETERMINATION OF THE 141st MERIDIAN

BY

OTTO J. KLOTZ, LL.D.

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SESSIONAL PAPER No. 25a

APPENDIX I.

REPORT OF OTTO J. KLOTZ, LL.D., ON SEISMOGRAPHIC AND MAGNETIC WORK, AND DETERMINATION OF THE 141ST MERIDIAN.

OTTAWA, ONT., October 31, 1906.

W. F. KING, Esq., B.A., LL.D.,
Chief Astronomer, Ottawa.

SIR,—I have the honour to submit the following report for the year 1906, of work carried out under my charge: (1.) The Seismological record; (2.) the determination of the 141st meridian, being a part of the boundary line between Canada and Alaska.

SEISMOLOGY.

As this is the first report on the seismograph recently installed in the Observatory, it may be opportune to give a brief sketch of the progress made in the study of seismology, one of the newer branches of science and the evolution of instruments in connection therewith.

Earthquakes have been existent upon the earth since the formation of the crust and will continue with ever diminishing force until the earth passes into a state of 'rigor mortis.' In the earlier writings are found records of quakes and tremblings of the earth, and as the belief was held that the solid crust of the earth floated on a liquid, the motion caused by an earthquake was supposed to be undulating, resembling the rolling of the sea. However, another motion was soon recognized—a succussatory one, one as if transmitted through a blow.

It is but natural that the ancients, being familiar with volcanoes, should associate all seismic disturbances to a volcanic origin. The systematic study of earthquakes, however, began only within the past sixty years, and systematic observations with suitable instruments, are of still more recent date. One of the early classics on the subject is by R. Mallet 'On the dynamics of earthquakes,' Transactions Royal Inst. Academy, Vol. XXI., 1846.

Japan is the country par excellence for earthquakes, and here we find the study of seismology to have received its greatest impetus, since 1880, both from the scientific and practical standpoint, through the labours of Milne, Ewing, Gray, Omori, Sekiya and others. The study of earthquakes prior to this period was, for lack of instrumental records, more or less academic and theoretic.

There is no branch of science in which co-operation is more essential for ultimate success than Seismology. It is only by the study of carefully obtained records from different places, widely scattered, of the same phenomenon that we can hope to elicit answers to the many questions that confront the seismologist. To make records valuable they must be comparable, and this again is best obtained when similar instruments and methods are adopted. To meet this want there has been organized 'The International Seismological Association,' with its headquarters at Strassburg in Germany. Practically all civilized countries are members of this association and contribute proportionately towards its support. It is intended to hold meetings about every four years, which will be attended by the duly accredited scientists from the various contributing countries. If the progress made during the last decade in the study of seismology is maintained, many difficult problems will soon be solved.

In the consideration of earthquakes we deal with the earth as an elastic body and the waves propagated by the seismic disturbance due to this elasticity, in contradistinction to the undulating motion of water due to gravity. When the motion of the particles is at right angles to the line of propagation we speak of transverse waves, and when it is in line with or parallel to the direction of propagation we speak of longitudinal waves. In the latter case there is compression and expansion of the moving particles.

The movements of the earth's crust are distinguished as Bradyseisms and Tachyseisms, the former being slow movements caused by the diurnal and seasonal heating of the surface; also to barometric pressures, and the attraction of the sun and moon producing tidal effects upon the solid surface of the earth similar to that on water. The latter, tachyseisms, are more rapid, and are subdivided into microseismic and macroseismic disturbances. Of these subdivisions the former is only recognizable by instrumental means, while the latter is the phenomenon observed directly by our senses at or near the epicentre or earthquake. The microseisms we may say are the echoes of the macroseisms or earthquake.

To the most casual observer it is evident that the earth's surface or crust has been subject to movement. Deep down in the earth are found fossil remains, of vegetable and animal nature, indicative of submergence, while on the other hand on the heights of mountains are found marine fossils showing that the land has risen from the ocean bed. Again the sedimentary rock formations which were deposited originally in horizontal layers are found tilted, dislocated, ruptured, faulted, intersected by dykes of the solidified molten magma from the interior. All these phenomena are due to movements of the earth's surface. Many causes conspire to produce these results and the ever restless forces of nature are continually moulding the earth into a shape and figure best suited to satisfy the contending elements. Through atmospheric action by rain, frost and wind, denudation takes place; mountains are slowly ground down and the material carried to the sea by the rivers, lightening the land surface and burdening the ocean bed, whence stresses and strains are set up. Again the earth is a cooling body, and must contract. The outer shell as a rigid mass tries to accommodate itself to the shrinking interior with the result that crushing, crumpling and rupture must take place.

It may be worth while noting here that the theory advanced by Lowthian Green some thirty years ago of a tetrahedral earth is again receiving attention.* Briefly the theory of a tetrahedral earth is based on the following considerations. A given volume when confined within a sphere has the least surface, and when confined within a tetrahedron has the greatest surface, that is, of all regular solids, for a given volume the tetrahedron has the greatest surface. Now, the sphere is the form that a body will assume when the particles are free to move and are only acted upon by gravity. Such a revolving sphere, with the added centrifugal force, becomes an oblate spheroid. The angular velocity of rotation being uniform and constant the whole body would be in stable equilibrium. If now any force or forces are brought into play to disturb this equilibrium, stresses and strains are set up, and a counter tendency to relieve these stresses and strains is called forth to set up equilibrium. It is at this juncture that the property of the tetrahedron comes into play. Taking as the principal disturbing force of our supposed liquid or molten spheroid of revolution, that of dissipation of heat or cooling process, we find that the crust or shell of the earth tries to adjust itself to the stresses and strains set up by the contracting body, and does so by the line of least resistance, that is, by spreading the stresses and strains over the greatest surface, with the result, that the tendency of the surface of the earth is to assume the tetrahedral form, *i.e.*, of an equilateral pyramid. Or one may say that the contracting earth changes into that form whereby the original superficial area is maintained. For equal surfaces the volumes of the sphere and tetrahedron are to each other as 1: .55; and for equal volumes the surfaces are as 1: 1·449.

*Ärldt: Beiträge zur Geophysik, VII. Band, 3 Heft.—1905.

Neither the theory nor its advocates gives us a four-cornered earth, its original condition and axial revolution would prevent that, but the theory does claim that the tendency, however slight or great in effect, must be towards shaping the surface into that of a tetrahedron, or tetrahedroid, the latter having curved surfaces and edges. A good idea may be found of the effect of the change produced upon the earth by the change to or towards the tetrahedral form, if we take a globe of the earth and surround it by a tetrahedron, of equal volume, made of cardboard, with circular openings symmetrical on the four faces for the protruding sphere. Taking the axis of the earth coincident with an axis of the tetrahedron through one of its apices, the south pole, we have the opposite face over the north pole. In the cooling and contracting earth the protruding parts of the sphere through the four faces of the tetrahedron will tend to approach the surface of the tetrahedron, that is, will be depressed and become thereby water areas, or oceans, while the protrusions, land, will be towards the edges of the tetrahedron. If a complete transformation from the sphere to the tetrahedron took place, which is of course impossible, we would have a north polar sea, which is the case, three great equatorial oceans, a south polar land cap, which too is the case, and there would be six grand mountain ranges, three diverging from the south pole, and the other three encircling the northern hemisphere. This ideal condition does not obtain, but still there are many interesting facts in keeping with the tetrahedral theory.

In the tetrahedron every corner has a surface opposite to it, so that for the earth this would mean that land and water are antipodal, which is fairly well represented in the actual conditions. Another result would be that the land masses would be broad in the northern hemisphere and taper towards the south, which too agrees with our geography. Inversely, the oceans should contract towards the north, a condition fairly well borne out.

The north polar area being represented by a surface of the tetrahedroidal figure, and the south polar one by a corner, it would follow that the flattening of the earth in the southern hemisphere would be less than in the northern, and furthermore that gravity would increase less rapidly towards the south pole than towards the north pole. Both these considerations have been confirmed by geodetic and pendulum observations.

The effect of the rotation of the earth counteracting the tetrahedral tendency would be most effective in the equatorial regions, and hence the tetrahedral phenomena or condition most marked in higher latitudes. The oceans of the four faces would represent depressions on the original sphere and hence be brought nearer the earth's centre with a consequent increase of gravity. Pendulum observations have shown that there is in general an excess of gravity in the great oceans.

As Arldt in his concluding paragraph says: 'The tetrahedral theory appears at first sight rather peculiar, however, an unbiased examination will show that in its broad outlines and features it meets the configuration of the earth very well.'

The tetrahedral form requires the antipodal position of land to water; the three-sided symmetry of the earth; as well as convergent land and sea areas. The theory explains the difference in flattening at the north and south poles, and the variation of gravity, other than from a spheroidal form. In short, so far no proof has been advanced to make the theory untenable.

We may refer to another theory of the figure of the earth, contained in a paper presented by J. H. Jeans to the Royal Society in 1902.* 'It seems to be almost certain that the present elastic constants of the earth are such that a state of symmetrical symmetry would be one of stable equilibrium. On the other hand, if we look backward through the history of our planet, we probably come to a time when the rigidity was so much that the stable configuration of equilibriums would be unsymmetrical. At this time the earth would be pear-shaped, and the transition to the present approximately spherical form would take place through a series of ruptures.

* Nature, Vol. LXVII., p. 190.

It is suggested that the earth, in spite of this series of ruptures, still retains traces of a pear-shaped configuration. Such a configuration would possess a single axis of symmetry, and this, it is suggested, is an axis which meets the earth's surface somewhere in the neighbourhood of England (or possibly some hundreds of miles to the southwest of England). Starting from England, we find that England is at the centre of a hemisphere which is practically all land; this would be the blunt end of our pear. Bounding the hemisphere we have a great circle, of which England is the pole, and it is over this circle that earthquakes and volcanoes are of most frequent occurrence. Now, if we suppose our pear contracting to a spherical shape, we notice that it would probably be in the neighbourhood of its equator that the changes in curvature and the relative displacements would be greatest, and hence we should expect to find earthquakes and volcanoes in greatest number near to this circle. Passing still further from England, we come to a great region of deep seas—the Pacific, South Atlantic, and Indian Oceans; these may mark the place where the 'waist' of the pear occurred. Lastly, we come, almost at the antipodes of England, to the Australian continent. This may mark the remains of the stalk-end of the pear.'

We cannot in this place pursue this subject of the figure of the earth any farther; it was only alluded to to show one of the factors—the contracting forces, ever active whereby stresses and strains are set up and without which no earthquakes are possible.

Fisher in his 'Physics of the Earth's Crust,' 1889, combats the theory of mountain building as being due to the secular cooling of the earth and the accompanying contractions. Arrhenius in his 'Lehrbuch der Kosmischen Physik,' 1902, considers the crust of the earth comparatively thin, at a depth of about 40 miles to merge into a hot fluid mass, the magma, due to the increasing temperature. From the deepest boring on the earth the increase of temperature is about 1° F. for 51 feet, or say 100° per mile. Beyond a depth of about 200 miles the magma assumes the gaseous form. 'The physical difference between these three conditions is not very great on account of the viscosity of the magma as well as of the gases (due to pressure), but they practically behave as solids under deforming forces of not too long duration.' Further on he writes: 'The earth, as well as the sun, contracts, whereby heat is evolved and the contraction partly arrested or decreased. Nevertheless the earth slowly shrinks. This pertains especially to the interior of the earth, for the temperature of the surface is almost wholly due to radiation from the sun, and in a small degree upon the character of the atmosphere. It may be assumed that, broadly speaking, the radiation of the sun and the nature of the atmosphere are constant. It follows, therefore, that the crust of the earth will not follow the shrinking of the interior. Foldings and wrinkles will be found, and it is the general conclusion, that this is the principal reason for the uplifts of the surface into mountain chains.'

That earthquakes are due to an adjustment of stresses in the earth's crust is admitted by all investigators, but on the cause of the stresses set up, there is far from unanimity of opinion. Restless nature has so many forces at work, that there are many agencies by means of which the same or similar results may be produced. Hence a correctly interpreted phenomenon as to its origin and cause, will not necessarily give the proper explanation for a similar phenomenon. This manner of interpretation seems to have been the case especially with the 'Einsturztheorie,' whereby earthquakes were ascribed and correctly in some cases, as due to the downfall or collapse of a part of the earth's crust into hollows or caves. These hollows within the earth are due to the action of water in dissolving and carrying away the more or less soluble parts of the rock formations. From this it would follow that regions underlain by chalk, limestone, or gypsum formations with the necessary subterranean water courses, would be those most subject to earthquakes. This can scarcely be maintained as in accordance with facts. Mohr in his 'Geschichte der Erde,' 1866, would explain all earthquakes as due to downfalls. He adduces many instances in support of his theory, beginning with the well-known catastrophe at Lisbon, on

November 1, 1755. In support of his contention he draws attention to the fact that the sea first receded, and later the tidal waves rolled in, with a depth of fifty feet above the normal. Furthermore he adds that the tremor was felt before the destructive wave arrived. All this is of course obvious for a downfall or collapse of the bottom of the ocean off the mouth of the Tagus. He cites many other instances, especially along the western coast of South America, in support of the existing theory, showing that the adjoining coast strip must have risen, as it did, due to the collapse in the bottom of the sea and to the landward thrust of the heat energy evolved by the downfall.

It is undoubtedly difficult to conceive large caves within the earth, especially as existing at any great depth on account of the enormous burden of the superincumbent mass. Caves which are near the surface cannot be the cause of far reaching earthquakes, and the deeper we go to extend the disturbed area the less probable is the existence of any large cave. As Dutton in his 'Earthquakes,' p. 20, says: 'The downthrow theory cannot claim full acceptance beyond those instances where the evidence of the downthrow is patent to every eye upon the surface of the ground, when the instantaneous sequence of the earthquake is attested by satisfactory evidence.'

A popular belief of the cause of earthquakes is volcanic activity. This, however, on examination of the actual disturbances and outbreaks, proves to be true only within narrow limits, *i.e.*, the earthquakes when they do accompany a volcanic eruption are confined within a rather restricted zone, and are never 'world shaking.' The case of the destructive earthquake at Casamicciola, on the island of Ischia, in 1883, may be mentioned as an instance of the above. 'The town of Casamicciola was utterly wrecked, only one house being left standing, and the number of people killed by the falling ruins was nearly 1,900. Yet in Naples, only 22 miles distant, the shock was noticed only by a few people as a faint tremor.' It may be interesting to quote from Strabo with reference to this unfortunate island. In his fifth book in geography he writes: 'That the Epomean hill on the island was shaken, vomited fire, and the water of the sea receded three stadia, but shortly returned with a tidal wave that flooded the island.'

Milne, one of the foremost of seismologists, and who has made an exhaustive study of Japanese earthquakes, writes, 'Seismology,' p. 30. 'To produce earthquakes which are felt over areas of five or ten thousand miles, and which give rise to waves which may be recorded at any point upon our globe, it is difficult to imagine how the primary impulse could have originated at a volcanic focus. Volcanic explosions, as we see them, seem to result from the concentration of subterranean energy at a point, while to shake the whole surface of our globe it would appear necessary that the initial effort should be exerted on a surface very much larger than we can reasonably suppose to exist beneath a volcano . . . . An analysis of some 10,000 earthquake observations in Japan shows that there have been but comparatively few which had their origin near to the volcanoes in the country.' Volcanoes are shallow-seated and the disturbances caused by them are of limited areal extent.

Although some earthquakes are due to downfalls, and local ones to volcanic eruptions, yet for the great majority another reason or reasons must be found. Of the latter, the contracting force, already alluded to, is the one first to suggest itself, and has for its support at least great plausibility. However, it has been combated by able investigators, without, however, being able wholly or satisfactorily to dispose of it completely.

Let us picture to ourselves the earth at any given time in a state of perfect equilibrium, *i.e.*, isostasy, there being no stresses on its surface nor in the crust. Let us note the physical features, the heights of the mountains, the faulting and folding of the rock formations, the depths of the ocean and the distribution of land and water. Now let the atmospheric influences come into play, rain and snow, heat and cold, together with varying atmospheric pressure. The pre-existing equilibrium will be immediately disturbed, the water, as ripples, creeks, rivers and streams will begin its work of erosion and denudation; heat and frost will assist in the disinte-

gration of mountain masses, and the ocean beds adjoining the continents will be loaded by enormous amounts of detritus carried from the land. Unless there is a continuous and simultaneous adjustment of the change of pressure, the stresses set up will be cumulative, and continue so until they exceed the limit of elasticity when rupture must take place to restore equilibrium for the time being. Rupture would necessarily be accompanied by earthquakes.

It is obvious therefore that meteoric or atmospheric influences are capable of setting up stresses on the earth's surface. It is safe to say that the whole surface of the earth is in a constant tremor due to stresses. But besides this general condition, there are other factors which come into play, and localize in a measure the seismic disturbance. These are mountain masses and oceanic depths, especially if these are contiguous. Speaking generally, mountains are not masses resting upon the surface of the earth, but must be considered as masses immersed in the earth, just as an iceberg is immersed in the water. The greater the part that projects above the water, the greater must be the part beneath the surface, for the amount of water displaced must be equal to the floating mass, otherwise there would not be equilibrium. Somewhat similar it is with the mountains. Were they resting on the surface, the stresses set up by the superimposed mass would not only be enormous, but would be greater than the crust could support. Furthermore as a superimposed mass it would materially affect the force of gravity in the adjoining region. The most noted investigation of this question was with reference to the attraction of the Himalayas in connection with the Great Trigonometrical survey of India. Pendulum observations have shown conclusively both in India and America that this is not the case. However complete equilibrium or isostasy, does not obtain, and hence the residual stresses and strains.

Other things being equal, with great mountain masses denudation must be relatively greater than with those of less magnitude, on account of the greater erosive action in the former, with a consequent decrease in the downward pressure of the mountain mass, and an increase by the transported material on the adjoining ocean bed.

Here we have then a cycle of stresses and strains established between the land and ocean with a deep-seated inflow from the sea towards the land, land-raising or mountain-building in its character. These changes are continuously taking place, the earth's crust and surface is undergoing constant transformation, however minute; the stresses and strains are continually responding to one another, vast rock formations that seem rigid, are by the slow process of time bent and contorted as if made of wire. But when these responses are not synchronous, when there is a lag, equilibrium can only be restored by rupture. The rupture will be along the line of least resistance, and this is generally found in a geological fault, an old rent in the crust. This line of weakness is not necessarily visible or apparent upon the surface of the earth.

No country is absolutely free from earthquakes, but such where the surface geology shows the older or archæan rocks, earthquakes are fewer and of less severity. On this score the eastern part of our Dominion may feel pretty safe from any catastrophe due to earthquake. As to distribution of earthquakes over the earth, Milne writes, p. 31: 'Throughout the world we find seismic energy is most marked along the steeper flexures in the earth's crust, in localities where there is evidence of secular movement, and in mountains which are geologically new and where we have no reason for supposing that bradyseismic movements have yet ceased.

As examples of the flexures to which reference is here made, we may take sections running at right angles to the coast lines of the various continents. The unit of distance over which such slopes have been measured is taken at 2 degrees, or 120 geographical miles. The following are a few of such slopes:

West Coast, South America, near Aconcagua	1 in	20·2	Seismic Districts.
The Kuriles from Urup	1 "	22·1	
Japan, west coast of Nipon	1 "	30·4	
Hawaiian Islands, northwards	1 "	23·5	
Australia, generally	1 "	91	Non-Seismic Districts.
Scotland from Ben Nevis	1 "	158	
South Norway	1 "	73	
South America, eastwards	1 "	243	

The conclusion derived from this is that if we find slopes of considerable length extending downwards beneath the ocean steeper than 1 in 35, at such places submarine earthquakes, with their accompanying landslips, may be expected.'

Although long ago it was observed and known that macroseismic earthquakes were confined almost wholly to coast strips, yet it is only comparatively recently that the relationship of depth or slope of the ocean bed and adjoining littoral to the seismic disturbance has been established. Destructive earthquakes in the interior of contients whether in the Americas, Europe, Asia, Africa or Australia are practically unknown. It would appear, therefore, that the more accurately we have the ocean bed charted, the adjoining topographic features, or orography, being pretty well known, the more accurately will the area most likely to be subject to seismic disturbance be known.

From statistics collated by de Ballore it appears that there are annually about 3,800 macroseismic disturbances, that is, such that can be directly noted by the senses. This means that there is a sensible earthquake nearly every two hours. As there is a large region of the earth, both on land and water, from which no records are obtained, the actual number must in reality be above the one quoted. There are now close on 150,000 earthquakes recorded. Milne estimates that of the smaller earthquakes, or microseisms, 30,000 take place every year, 'each of which disturb ten up to several hundreds of square miles of the earth's surface, and would be sufficiently intense to be felt by many people.'

'The former or macroseisms represent a disturbance, not only of the crust of the world, but also of the homogeneous nucleus it covers, and are the result of sudden accelerations in the process of rock-folding accompanied by faulting and molar displacements of considerable magnitude, whilst the latter appear to be shiverings within the crust, and are for the most part settlements and adjustments along the lines of their primary fractures.'

With the increase of seismographs, or recording instruments, our knowledge of the occurrence of the smaller earth movements will be greatly increased, and the relationship between the existing faults and fissures and disturbances more clearly established. Calamitous, destructive and cataclysmic as earthquakes have been in historic times, yet as terrestrial phenomena these historic earthquakes or the ones since the advent of man upon the earth, are vanishingly small disturbances compared with those that have taken place in the earlier history of the earth. The surface of the earth becomes dislocated a few fect and we find it followed by wreck and ruin. The phenomenon is to man a catastrophe, villages, towns and cities are destroyed, yet the earth has scarcely manifested that it is not an absolutely dead and inert body. Relatively far greater phenomena take place on the surface of a cooling cast cannon ball, or in a day on the surface of an orange by drying. A foot represents but the one-twenty-millionth part of the radius of the earth, and yet how destructive such a small quantity can be when manifested by a sudden displacement in the crust of the earth, due to compensation and adjustment of forces active on and in the earth. The destructive action of earthquakes is greater in loose earth, 'made' ground, alluvium, gravel or drift than in fixed rock.

The depths of the hypocentre, the point or area from which the seismic disturbance is sent forth, have not as yet been satisfactorily determined. Generally, it may be said that the action is confined within a shell less in thickness than the hundredth part of the earth's diameter, say 40 miles.

Mechanical energy having been set free in the earth, it is propagated in all directions by spherical waves. The surface of the earth immediately above the disturbing origin, the hypocentre, is called the epicentre, and here the greatest motion is felt. If the earth were homogeneous and of uniform density, then the direction of propagation would be radially straight; this, however, not being the case, the direction suffers deflection, similar to refraction of a ray of light in passing through different media of an atmosphere, resulting in curved paths, the direction following the 'brachystochronic' curve, or line of shortest time from the hypocentre to the surface. The velocity through the denser part of the earth is greater than when approaching the surface. From this it follows that the wave surfaces are eccentric with reference to the hypocentre, the greater part of the surface being below the hypocentre, that is towards the centre of the earth. The surface of a wave cuts the surface of the earth in a line called an 'isochrone,' or 'coseist,' for points on this line would receive the disturbance at the same time. The line joining places where the intensity is the same is called an 'isoseist.' Different densities of the same depth, different formations, different coefficients of elasticity, besides dislocations, faults, dykes are factors which govern the form of the coseist. Theoretically it should be circular. Schmidt's investigations show that within a zone of the epicentral area the velocity of propagation upon the surface of the earth decreases up to the point of inflection indicated by his deduced conchoidal hodograph, and from there onward the velocity increases indefinitely with a consequent decrease in intensity. The point of inflection is dependent upon the depth of the hypocentre; the nearer the latter to the surface the nearer the point of inflection will be to the epicentre.

The true velocity of the wave is that of propagation from the hypocentre, while the apparent velocity is that along the surface of the earth. The latter is found from the linear measure between the coseists or isochrones. A geometrical construction of eccentric spherical surfaces about a hypocentre, drawn at unit intervals of time, say a minute, and intersecting the surface of the earth will make clear the apparent velocities upon the earth; and it will also show why the apparent velocity increases with distance beyond the epicentral zone. The shock at the hypocentre is sharp and short in duration. But it must be remembered that every particle set in motion, becomes itself a fresh centre of energy, sending out waves in all directions and thereby prolongs the disturbances felt or measured on the earth's surface, so that we may say, in general, the farther a place is removed from the epicentre the longer will be the duration of the earthquake. The epicentral area, which is the most disturbed, lying immediately above the hypocentre, after its surface is agitated from the hypocentre, in turn sends out pulsations along the surface of the earth, as transverse waves, those from the hypocentre being longitudinal, that is, the motion of the particles is in line with or parallel to the direction of the pulsation, while in the transverse the motion is at right angles or normal to the direction. If we consider the effect (microseismic and measured by a seismograph) of an earthquake at a distant station, it will be found that the longitudinal waves through the interior of the earth from the hypocentre will be the first to arrive pursuing the shortest line (brachystochrone) dependent upon the varying density and coefficients of elasticity of the earth. These first arrivals of the seismic disturbance are recognized on the instrumental record as 'preliminary tremors.' These 'first' preliminary tremors are followed by 'second' preliminary tremors due to the arrival of the slower transverse waves from the epicentral area. Together their duration is generally several minutes. Then comes the 'principal portion,' subdivided into 'initial,' 'slow period' and 'quick period' phases. The first of the longitudinal as well as the transverse wave is followed by others, until the piling of wave upon wave reaches a maximum, thereafter the energy slowly fades away, the record thereof being the 'end portion.' The wave systems set up by the infinite number of vibrating particles, in so many different mediums of different densities and elasticities is highly complex and difficult of analysis. Interference phenomena must and do occur, and are recognized on the seismograms. What actually occurs in and on the earth during an earth-

quake can only in the present state of seismology be treated in its broad outlines. To elucidate all the ramifications of the observed phenomena requires further study and a more intimate knowledge of the constitution of the crust of the earth. It may, however, be said that perhaps in no branch of science has more rapid progress been made than in this new one of seismology.

Arrhenius calls attention to the fact that when the first impulse passes through a considerable part of the liquid and gaseous interior of the earth, it is exceedingly weak. From this he concludes that the wave is greatly damped by the viscosity of the interior, which would not be the case were the interior a rigid body.

Laska has given a simple rule and expression for the determination of distant earthquakes:

'The difference of time between the first and second phases expressed in minutes decreased by unity gives the distance of the epicentre in 1,000 km. from the place of observation.'

Using symbols, let

V_1 = beginning of first phase (preliminary tremor).
V_2 = " second phase.
B = " principal part.
Δ = distance in 1,000 km.

The empirical formulæ are—

$$1 + \Delta = V_2 - V_1 \qquad (1)$$
$$3\ \Delta = B - V_1 \qquad (2)$$

Hence—

$$B = V_1 + 3\ \Delta \qquad (3)$$
$$V_2 = V_1 + (1 + \Delta) \qquad (4)$$

If we assume weight unity for the value of Δ in equation (1), that of (2) will be 3.

Hence we obtain the more accurate value—

$$\Delta = \frac{(B + V_2) - (2\ V_1 + 1)}{4} \qquad (5)$$

Applying these to the Ottawa record of the San Francisco earthquake of April 18 last, where from the east-west, north-south pendulums we have respectively:—

	h.	m.	s.		h.	m.	s.
V_1 =	8	19	25		8	19	12
V_2 =	8	24	48		8	24	40
B =	8	31	20		8	30	32

		m.		
From	(1)	$5 \cdot 380 - 1$,	Δ = 4380 km.	4466 km.
"	(2)	$11 \cdot 93 \div 3$,	Δ = 3980 km.	3777 km.
"	(5)		Δ = 4080 km.	3950 km.

Mean. . . . . Δ = 4015 km.

Taking the geographic co-ordinates of San Francisco and Ottawa, the distance between the two places on a great circle is 3940 km.

As the epicentre lies a little to the west of San Francisco, the distance of the epicentre as determined from the Ottawa record above is satisfactory.

This relationship of the times of the different phases of an earthquake, as shown on seismograms, to the distance of the epicentre is a very important discovery or deduction from a large number of records. It is impossible from the seismograms to determine to the absolute individual second the time of any particular phase. This uncer-

tainty amounts in the average to about sixty kilometres in the deduced distance of the epicentre.

The middle ordinate to the chord connecting the two places is in round numbers 190 miles, say 300 km., and measured to the line joining the hypocentre, which is directly beneath the epicentre it will probably be 10 km. more. However, if the first impulse follows the shortest route of transmission, as it necessarily will, we find that the path of the first wave, being concave to the surface, will lie centrally considerably over 300 km. below the surface of the earth. This distance is greater than any quantity that has been assigned as the thickness of the crust, and hence penetrates into the mass that has been given the more or less vague term of 'magma.' Hayford in his recent (1906) valuable and important investigations of 'The Geodetic Evidence of Isostasy,' finds 71 miles (114 km.) as the most probable value for the depth of compensation, that is, the depth at which 'the compensation of the excess of matter at the surface (continents) by defect of density below, and of surface defect of matter (oceans) by excess of density below' is complete. 'At and below this depth the condition as to stress of any element of mass is isostatic, that is, any element of mass is subject to equal pressures from all directions as if it were a portion of a perfect fluid.' From this it appears that the behaviour of the magma, being situate beyond 71 miles, is that of a liquid.

The chord whose middle ordinate is 71 miles would subtend an angle of 21° 40′, or say 1,500 miles upon the surface of the earth, so that for places at a greater distance than 1,500 miles from the epicentre the preliminary tremors must pass through the magma. As earthquakes are so intimately bound up with stresses, we quote Hayford: 'In terms of stresses, it is safe to say that these geodetic observations prove that the actual stresses in and about the United States have been so reduced by isostatic adjustment that they are less than one-tenth as great as they would be if the continent were maintained in its elevated position, and the ocean floor maintained in its depressed position, by the rigidity of the earth....It is certain that for the United States and adjacent regions, including oceans, the isostatic compensation is more than two-thirds complete, perhaps much more.'

Having found from a single seismogram a fairly accurate determination of the distance to the earthquake, the question naturally arises whether the same seismogram conveys any information as to the direction of the earthquake. If such were revealed by the record, then, knowing the distance, the position of the epicentre would become known.

It was at first believed that each horizontal pendulum gave one component of the earthquake wave, and hence the record of two pendulums mounted at right angles to each other would give a graphic solution of the parallelogram of forces, that is, the direction of the wave. However, Kovesligethy in his contribution 'Uber die Lesung seismischer Diagramme' in the first volume of the International Seismological Conference, has shown that this is not the case. He shows that all seismograms, of whatsoever nature, are dependent upon the seismic conditions of the surroundings. In consequence of the infinitely varied circumstances and conditions that lie in the path of the wave issuing from the hypocentre it is impossible for the rays of the spherical waves to continue in any given direction. To unravel all the vicissitudes that a wave suffers, due to the heterogeneous nature of the crust of the earth, the different rock formations of different degrees of elasticity and density, the dikes and faults encountered, is a problem that seems practically insoluble. What then does the seismogram show? It is evident that the seismograph records the differential movement of the pendulums and registering apparatus, which is dependent upon the immediate surroundings, *i.e.*, of the ground and building.

Examining our seismogram of the San Francisco earthquake with reference to the relative movements of the two horizontal pendulums, the one swinging in the plane of the meridian, the other in that of the prime vertical, we immediately notice that the former is considerably less affected than the latter, the ratio measured by the amplitudes which themselves are variable, being roughly as 1 to 2.

On first impulse, as San Francisco lies over 500 miles south of Ottawa, and is nearly five times as far west, one would be inclined to infer that the seismogram would give a record correspondingly, *i.e.,* that the pendulum moving north and south would be considerably less affected than the one moving east and west. To some extent this is the case too. However, when we consider that the seismic disturbance issues as spherical waves, and assuming the earth homogeneous, the direction of the ray will lie in the plane of the great circle passing through the two places. From the geographic coordinates of the two places we find that the azimuth of the ray at Ottawa is 274° 21′, reckoning from north through east. That is, the ray arrives almost due east and west, in fact, a little north of west, and the wave-front practically in the plane of the meridian. The pendulum that lies in an east and west direction should therefore be hit 'end on' and remain quiescent, while the whole force of the wave should be manifested by the other pendulum, that is, if the impulse received by the pier were directly that of the spherical wave, its displacement would be in the above case confined to an east and west movement, and recorded only on one pendulum. This, however, is far from being the case, and we are to conclude from this particular case, as has been proved and shown in general before, that from a seismogram we cannot deduce the direction whence earthquake waves arrive.

The seismogram shows the transformed and modified wave movements, dependent upon the immediate surrounding conditions of ground, pier and adjustment of seismograph.

Formerly in dealing with earthquakes and making comparisons of the times recorded at different places it was assumed that the pulsations or vibrations emanated from a centre, or point, so to speak. This occasioned discrepancies in the deduced velocities, as well as, inversely, the deduced time of the earthquake if such was not directly observed. The trouble lay in the conception of the nature of the disturbance. Once we recognize that we have not to deal with a centre but with a disturbed surface the above difficulty disappears and fair accordance is obtained. Harboe has found that in the disturbed area the velocity of propagation of the earthquake waves is from 20-30 km. per minute, while at great distances it may attain a velocity of 3-13 km. per second, *i.e.*, from 2 to 8 miles per second. The velocity is dependent upon the modulus of elasticity and upon the specific gravity of the medium through which the wave passes. Numerous observations and records have shown that the velocity greatly increases with the distance from the immediately disturbed area, as pointed out by Schmidt.

The intensity of earthquakes was in the first place naturally expressed in terms of the resulting destructiveness or other outward phenomena. With the introduction of earthquake-measuring instruments the perception of seismic movements was extended beyond that directly observable. For making comparisons between different earthquakes, and for furnishing a scale to express the energy of the earth movement, Professor de Rossi of Rome in conjunction with Professor Forel of Geneva, devised the following scale as given by Major Dutton, which has been generally adopted:—

I. *Microseismic shock;* recorded by a single seismograph or by seismographs of the same model, but not by several seismographs of different kinds; the shock felt by an experienced observer.

II. *Extremely feeble shock;* recorded by several seismographs of different kinds; felt by a small number of persons at rest.

III. *Very feeble shock;* felt by several persons at rest; strong enough for the direction or duration to be appreciable.

IV. *Feeble shock;* felt by persons in motion; disturbance of movable objects, doors, windows; cracking of ceilings.

V. *Shock of moderate intensity;* felt generally by everyone; disturbance, furniture, beds, &c., ringing of some bells.*

* House bells are evidently meant, such as were common before electric bells came into use.

VI. *Fairly strong shock;* general awakening of those asleep, general ringing of bells; oscillation of chandeliers; stopping of clocks; visible agitation of trees and shrubs; some startled persons leave their dwellings.

VII. *Strong shock;* overthrow of movable objects, fall of plaster; ringing of church bells; general panic; without damage to buildings.

VIII. *Very strong shock;* fall of chimneys, cracks in the walls of buildings.

IX. *Extremely strong shock;* partial or total destruction of some buildings.

X. *Shock of extreme intensity;* great disaster, ruins, disturbance of the strata, fissures in the ground, rock-falls from mountains.

In a scale like the above there is necessarily a certain amount of vagueness and want of precision in expressing the energy involved to produce a certain intensity, not to mention the varying sensibilities of different persons experiencing the phenomenon, and estimating the intensity accordingly, or of the varying strength of structures and building material in different countries.

Let us suppose a seismic disturbance to emanate from a point within the crust of the earth, and be propagated by spherical waves through a homogeneous or isotropic medium. Let the amplitude of a given wave-front of radius r, be A, and at the distance r' be A'. Now if we consider a thin shell of radius r, and thickness x, the energy due to the waves contained in this shell is proportional to the volume of the shell and to the square of the amplitude. We have thus:

$$E = 4\pi r^2 x. A^2 K, \text{ where K is a constant.}$$

If there is no dissipation of energy in the form of heat or otherwise, when this same energy is transmitted to a similar shell of radius r', it will be expressed by $E = 4\pi r'^2 x, A'^2 K$.

Equating these two expressions we have

$$\frac{A}{A'} = \frac{r'}{r}$$

From which we see that the amplitude decreases directly as the radius or distance increases. The intensity of the wave motion being proportional to the square of the amplitude, it follows that the intensity decreases inversely as the square of the distance from the centre of disturbance. It follows that just as there are so many more particles in the larger shell than in the smaller, in that same ratio the energy of each particle in the former is less than that in the latter, the total energy being the same.

In 1888 Prof. Mendenhall, discussing intensity of earthquakes, gave mathematical expression thereto, and hence precision to the concept. He writes: 'It has long been customary to speak of the intensity of an earthquake without any special effort to give the word an exact meaning. Generally it is applied to the destructiveness of the disturbance on the earth's surface, and sometimes to the magnitude of the subterranean cause of the same. But modern seismology proposes to measure the intensity of an earthquake, and to express its value numerically. It is worth while, therefore, to inquire in what sense the term may be used with precision and what may be expected as its mathematical equivalent. Evidently it may mean, and in fact it has been made by different writers to mean, the measure of the surface of destruction, the energy per unit area of wave-front; the rate at which energy is transmitted across unit area of a plane parallel to the wave-front; and the total energy expended in the production of the original disturbance.'

In dealing with the propagation of energy by spherical waves, we consider the vibration of each particle to be in the nature of simple harmonic motion. Using the above symbol for amplitude, and t for the period $v = \frac{2\pi a}{t}$, $v^2 = \frac{4\pi^2 a^2}{t^2}$, and f the acceleration $= \frac{v^2}{a} = \frac{4\pi^2 a}{t^2}$

From the record or seismogram the numerical values of a and t can be obtained, and hence the maximum acceleration found. From a series of records of earthquakes

in Japan, Professor Omori has computed the respective accelerations. Knowing the intensity as expressed by the Rossi-Forel scale for each quake, he has prepared an absolute intensity scale for shocks varying from strong to destructive, that is, from VI. to X. of the former scale. His scale of I. to VII. corresponds to maximum accelerations of 300 mm. per second per second to 4,000 mm. and upwards.

In Omori's scale the maximum acceleration alone is considered, the element of time during which the acceleration acts being neglected.

An expression for intensity may be derived in the following manner. We have the general expression for energy $E = \frac{1}{2} mv^2$.

If we let V = speed of wave transmission, d = density of the medium, T = time during which whole waves are passing through unit surface of the wave-front

$$\text{then } m = d\,VT, \text{ and as } v^2 = \frac{4\pi^2 a^2}{t^2}$$

therefore

$$E = \frac{2\pi^2 a^2 d\,V\,T}{t^2}$$

Hence the intensity or rate at which energy is transmitted across unit area of plane parallel to wave-front in unit time

$$\text{is } I = \frac{2\pi^2 a^2 d\,V}{t^2}$$

The seismogram furnishes the values of a and t, while d is approximately known as well as V.

It must be remembered that the record is of the behaviour of the earth particles immediately surrounding the pier and of the pier. When we come to apply the same to the determination of the energy involved or work consumed in generating waves in a given mass within the earth, we enter upon somewhat uncertain ground, not knowing what changes the movement of earth particles may suffer at different depths. 'We do not know the volume of earth that is in motion at the same instant, and must conclude, with the author of this method of analysis, that until more reliable data have been furnished, the results obtained by it can only be crude approximations.'

Regarding the depths of the earthquakes or hypocentre, if we consider the disturbance as emanating from a point, which can only be a theoretical consideration, very little is accurately known. Mallet in 1862, believed to be able to deduce the depth from the directions of cracks in buildings within the epicentral area. He assumed the earthquake wave to be propagated equally in all directions and that cracks themselves were in a direction perpendicular to the line of impulse. The intersection of the direction of these impulses obtained at various places would locate the origin, and from its position the depth would readily follow. As the assumptions are now known not to be consistent with facts, Mallet's method is no longer used. I may mention here that the number of cracks examined by me in the area extending from Napa, San Francisco, San José to Palo Alto, presented such a medley of directions that it was utterly impossible therefrom to determine by the above method the position or depth of the hypocentre.

Theoretically the problem does not appear so difficult. It may be stated in this manner: A shock takes place, its occurrence is recorded accurately at various places,—determine the position of the origin of the shock. On these lines Seebach attempted a solution in 1873. Dutton's method is to determine the position from the intensity curve. This curve is based on the general law, that radiant or wave energy is inversely proportional to the square of the distance from the origin. With reference to the recording of time,—it depends upon the delicacy and nature of the instrument or otherwise for its accuracy. Again, the earth not being homogeneous the velocity and propagation is not the same throughout the disturbed area, so that deductions based thereon can give only approximate values of the actual facts. Dutton concludes: 'That all earthquakes hitherto observed and recognized have their origins at very small depths as compared with the length of the earth's radius. All of them are only skin-deep. It is

practically certain that none of them start from so great a depth as thirty miles. It is highly probable that none of them start from a depth so great as twenty miles.'

With the multiplication and unification of instruments over the earth this interesting problem will undoubtedly yield up its solution.

The first earthquake recorded after the installation of the instrument in the beginning of January was on the 25th of the same month. The preliminary tremors arrived at 3–47–00 P.M. standard time 75° meridian; the maximum disturbance at 3–52–00 and the last phase or end of quake at 3–59–00.

This earthquake appears to correspond to the one reported in the daily papers as having taken place at 1.30 P.M. (Mountain time is 2 hours slow on above standard time), and which shook the section of the country lying between Gallup, New Mexico and Seligman, Arizona. Allowing five minutes for the transmission of the preliminary tremors, there appears to be a discrepancy of about 12 minutes in the agreement with the press despatch. Furthermore, the difference in time between the preliminary tremor and the maximum is less on the seismogram, that is to be expected for the distance, say of 1,800 miles.

On the seismogram of the above quake, the amplitudes of the two pendulums are about the same, but the north-south component (recorded by the pendulum pointing east and west), shows a decided earlier arrival of the preliminary tremors than the east-west component by nearly half a minute. The second phase of the preliminary tremors, which are generally shown, is not very apparent on the seismogram.

The same quake was recorded at the Cheltenham Magnetic Observatory, giving the same time for the beginning for the north-south component, but for the east-west component the time is a quarter of a minute earlier,* the reverse of above.

The principal record obtained so far is the one of the San Francisco earthquake of April 18th last. The times of the principal phases as taken from our seismogram are as follows:—

	North-South Component.			East-West Component.		
	h.	m.	s.	h.	m.	s.
Preliminary tremor. Phase I.	8	19	25	8	19	12
Preliminary tremor. Phase II.	8	24	48	8	24	40
Principal part.	8	31	20	8	30	32
Maximum amplitude at.	8	35	00	8	35	00
Average period of wave.	0	00	06·9	0	00	07·8
End.	11	48	00	12	48	00

The accompanying seismogram is from the original which is 90 cm., about a yard long. It will be noticed that during the maximum oscillations the vibrations were so wide and so rapid that the light spots from the mirrors were unable to impress themselves on the photographic paper, some in some instances are shown at the turning points of the to-and-fro motion, where small V-shaped impressions are seen.

Examining the record it will be seen that on the preceding day at $23^{h.}\ 50^{m.}$ G.M.T. ($15^{h.}\ 50^{m.}$ Pacific Standard), there was a tremor lasting about 18 minutes, possibly a premonition of the coming shock. After the main shock had occurred, the settling of the crust into a condition of repose was accompanied by two quakes, the times of the smaller one being

	h.	m.	s.	h.	m.	s.
Beginning.	2	22	00	2	21	30
Maximum.	2	28	00	2	27	40
End.	2	35	00	2	39	00
Maximum amplitude.		1 mm.			1·5 mm.	

and of the large one

	h.	m.	s.	h.	m.	s.
Beginning.	7	43	00	7	41	00
Maximum.	7	50	20	7	50	40
End.	8	25	15	8	32	00
Maximum amplitude.		5 mm.			6 mm.	

* Science, Vol. XXIII, p. 634.

All above times are in Eastern Standard time, being $5^{h.}$ slow on Greenwich mean time.

Severe as was the San Francisco earthquake, yet, as far as the actual movement of the earth's surface is concerned, neither it nor the one of Charleston in 1886 can be compared with the one of New Madrid in the Mississippi valley in 1811,* and which lasted for about a year, the destructive shock occurring on Dec. 16, 1811. The disturbed area lay between St. Louis and Memphis. 'Some of the earthquake rents were of great size, having widths of thirty feet or more, while some are reported as many as five miles in length. Others were circular in form, making basin-like depressions up to several hundred feet in diameter. Into some of these cracks rushed the waters from swamps and bayous, while elsewhere small streams or even rivers left their old beds and made new channels through the cracks. In one instance, a settler living on a neck of land lying within a great bend or ox-bow started at daybreak the morning after the quake to go to his well which the night before had been in his yard. But no well was there! Instead the river was at his door. Glancing across the water, however, the well could be seen on the farther side. During the night a crack had been formed between the house and the well and had been taken possession of by the waters, leaving both unharmed though on opposite sides of the stream.' Whole islands disappeared in the river. The ground rose and fell, as earth waves, like those upon the sea. The features for which the New Madrid earthquake is most renowned, however, are the swamps and lakes which resulted from the warping of the surface, due to the propinquity of the Mississippi. 'This earthquake is famous all over the world as one of the few instances of almost incessant shaking for a period of many months in a region remote from the seat of any volcanic action.'

The San Francisco earthquake of last April shows no such violence nor such permanent deformations of the surface of the earth as that of New Madrid in 1811. The presence of a large city within the seismic area accentuated or magnified the destructive effect of the earth-movement. When to this is added the greater devastation caused by fire consequent to the earthquake, the calamity of April 18 becomes memorable and historic. The pecuniary loss in San Francisco is estimated at about $300,000,000, whereof only $10,000,000 is attributable directly to wrecking by the quake. The lesson taught, and which is already well known in Japan, by this earthquake is that much, very much, can be done in structural designs to make buildings less susceptible to damage and destruction from seismic disturbances, and on the other hand prevent the spread of fire, when such originates through the collapse of buildings. In the burnt area there was especially one large building—notable by its solitariness—that arrested the attention of the writer as having escaped, simply through its provision against destruction by fire.

Nature is relentless towards sham and make-believe. With unerring certitude the earthquake shakes off the mask and discloses the true inwardness. The architect and builder have their work treated by an impartial hand. Buildings that present to the world a beautiful face, be it of cut stone, marble or brick, will have it rudely disfigured, unless it is one with the body. Inferior work and material will not escape the blind forces of nature.

After finishing my longitude work in Vancouver I returned to Ottawa via California in order to gain some personal knowledge of the earthquake, as I have charge of the Observatory seismograph. The earthquake area passed over by the writer extended from Mt. St. Helena at the northern end of the Napa valley to San Francisco, San José, Palo Alto, and Los Angeles.

Looking at a relief map of California one is struck by the great depression running longitudinally along the interior of the state, so that a comparatively small lowering of Golden Gate would turn the interior of California into a large sea, hundreds of miles long. Another striking feature is the general parallelism of the river systems together with their direction being approximately that of the coast line. It

* Pop. Science Monthly, Vol. LXIX, p. 76, M. L. Fuller.

would appear that such a disposition of the topographical features, that is, of valleys running N.W.—S.E., being at right angles to the gradient from the chain of mountains to the great depths of the adjoining ocean, lends itself particularly well for a line of rupture approximately in a N.W.—S.E. direction. The great fault or dislocation in California extends—as far as known—from Point Arenas in a straight line to Mount Pinos, 45 miles northwesterly of Los Angeles, a total distance of nearly 400 miles. It passes just outside of Golden Gate, the ocean-entrance to San Francisco; it then continues overland along the valley occupied by San Andreas and Crystal Springs lakes, passing to the west of Palo Alto, where is situate the Leland Stanford Jr. university, which suffered severely from the earthquake, and thence past San José, where considerable damage was done also, to Mount Pinos. Geologists familiar with the geological features, upon hearing or experiencing the quake, immediately concluded that along this line of weakness fresh evidences of sliding and movement would be shown. And so it turned out—although the displacements were not traceable as far south as Mount Pinos; on the other hand severe shocks were experienced north of Point Arenas and to the eastward of Cape Mendocino, showing apparently an extension of the fault about a hundred miles to the north, and almost wholly in the ocean. Along this fault then the strains set up within the earth by stresses of whatsoever nature, relieved themselves by sliding of the rock masses along the plane of fracture. From examination of the ground at various places it appears that there was a general relative displacement of the two sides in a N.W.—S.E. direction of about 10 feet, the western portion having a relative motion northward and the opposite side southward.

Where the displacement was as high as 20 ft., it was generally found to be due to the loose character of the soil. The difference in vertical distance of the dislocation was comparatively small, being about two feet.

It is not likely that along this plane of old rupture the fresh break of April 18, was absolutely simultaneous, some time would elapse in consummating the downfall, and subsequently some movements (minor shocks) would be manifested in settling down to a state of rest, even if not of perfect equilibrium.

Professor Milne writes me: 'The California earthquake may be represented by a displacement of 400 x 200 miles, through a distance of 4 to 10 feet. The depth to which the shattering extended may be 30 miles. More than 2 x 10^6 cubic miles of stuff gave the blow or blows which shook the world. This may be wrong but it is what I anticipate.'

Interesting as is an individual seismogram, its great value lies when it forms one of a world-encircling series, without which the study of earthquakes and the geophysics involved would be so restricted that many important questions would forever remain unsolved. For the present the writer must rely on the compilation of others. In an article by Dr. L. A. Bauer* the record for eleven stations is given; seven of which have seismographs only, three both seismograph and magnetograph, and one the magnetograph only. The part played by the magnetograph in an earthquake has not yet been satisfactorily explained. Whether the record given by it is simply a mechanical effect similar to that of the seismograph; or whether magnetic currents are set up by the earthquake and propagated through the earth, are questions awaiting solution. In the earthquake records by the magnetographs, the latter seem to show a 'selective' property, not known to the seismograph, inasmuch as the former will record some earthquakes and not others, without any apparent reason. The distances of the various stations vary from 1,500 to 6,000, miles in round numbers, and the interagreement of the deduced velocities of the seismic waves for the different phases is very satisfactory. The mean velocity of the pulsations passing along the chord, or more accurately along the brachystochronic line which is concave towards the surface, is 6·0 miles or 9·6 kilometres per second, the velocity increasing with the distance. This is obtained from the first phase of the preliminary tremors made by longitudinal

* Pop. Science, Vol. LXIX. p. 116.

waves. The transverse waves of the second phase of the preliminary tremors have a mean velocity of 3·5 miles or 5·6 km. per second. And, finally, the surface waves of the principal part of the seismogram show an average velocity of 2·4 miles or 3·8 km. per second. In these latter the deduced velocities are about the same for all the stations, not being affected by distance, as is the case with the first, which is as it should be. It is strange that the magnetograph of the four stations recorded only the surface waves of the San Francisco earthquake, and not the preliminary tremors as for previous quakes. The deduced velocities for the surface waves as deduced from the four magnetograms are identical with those of the corresponding seismogram for each station, so that in this instance at least, there can be no doubt but that the magnetograph recorded a mechanical and not a magnetic effect.

In closing this first brief report on earthquakes, questions that naturally present themselves to the public are: Are earthquakes liable to occur anywhere; and is the science of seismology sufficiently far enough advanced to be able to give a forecast, as with weather, what is going to happen?

To the first question a fairly definite answer can be given. Although earthquakes may occur in any part of the surface of the earth, for the simple reason that there is no part of the earth's crust that is wholly free from stress, and hence the tendency to relieve that stress, yet it has been found from observation that certain areas of the earth are more subject to seismic disturbances than others, due in a measure to the configuration or outline of the solid earth for any given area. Great elevations of lands adjoining great ocean depths are one of the factors conducive to frequency of quakes. That is, where there is a steep gradient from the land to the ocean bed, there we may especially look for such movement. Having this data to go upon, the next deduction therefrom is as to the locality in such an area where the disturbance will take place. The relief of the stress, the equalizing of the forces will necessarily take place along the weakest lines, at such parts that are least able to resist the thrust or tension forced upon them. These lines or planes of weakness are found in the faults and dislocations in the earth's surface, that is, in the geological formations. These ruptures were made in past geological eras or epochs, and now serve as planes of adjustment for any stresses set up within the earth, becoming thereby the epicentral region of earthquakes.

It may be said then with some degree of confidence that if there is a well-defined tectonic fault in a given area, and such area be visited by an earthquake, it will manifest itself most decidedly along such fault, there the earth movement will be the greatest and the destruction of life and property most calamitous in its vicinity.

Examining a geological map of Canada, it will be found that 'the great St. Lawrence and Champlain fault' is the most important one in the Dominion. Its course runs from Anticosti along the bed of the river to Quebec, from where it enters the south shore and in a gentle curve bends to Lake Champlain. This then appears to be our principal weak spot and if any adjustment of stresses and strains is to take place in Eastern Canada we may expect it to show itself most markedly along this line.

Professor Milne published a 'map of the world'* in which he indicates twelve earthquake districts together with the very large earthquakes which have originated from these districts since 1899. The district of the East Indian archipelago, that of Japan and that of the west coast of North America lead in frequency of earthquakes, the first having 41. Off the banks of Newfoundland is found a small district with three as the number of earthquakes. It would appear therefore that the probability of a severe earthquake visiting Canada is somewhat remote. It may be pointed out furthermore, that of all the great rivers of the earth, the St. Lawrence carries probably less detritus per cubic foot of water into the sea than any other. This means that there is less loading of the ocean bed, producing strains, than would otherwise be the case. That is, it is less of an earthquake factor relatively, than say, the Mississippi. This is due to two reasons. In the first place its drainage basin to the north for about 2,000 miles is composed mostly of archæan rocks whose denudation and erosion are small

* Geographical Journal, Jan., 1903.

compared with alluvium and rocks more easily disintegrated; the amount of the material carried away by water is smaller than it otherwise would be. In the second place, the material that is carried away is largely deposited in the long chain of lakes from Lake Superior eastward, so that by the time the waters reach the ocean they carry but a small proportion of the material that they in the first instance had borne from the surface of the earth. The St. Lawrence then is not so disturbing an element as its magnitude would appear to indicate.

As to prognostication: unfortunately, science has as yet not been able to make any forecast whatever. That earthquakes are the result of an adjustment, of an equalizing of stresses and strains within the earth, is known, but what forces are active, and in what degree each, in producing these stresses—that is the question upon which scientists are not yet agreed. The weather forecaster has the advantage of the telegraph line, by enabling him to know that 'something has begun to happen' far away, and from his meteorological experience can predict what will happen a day or few days afterwards. Without the telegraph, relying simply on such data as the rotation of the earth, the obliquity of the ecliptic, the eccentricity of the orbit, the amount of heat daily poured upon the earth, the circulation of the air, and similar material, the issuing of daily 'probabilities' would be another matter.

At present there are no instrumental means of any description available for heralding the arrival of an earthquake, nor is it probable that any such will ever be found. The outlook for forecasting does not look encouraging. Even when the generating forces of seismic disturbances have been definitely determined, their variability and periodicity tabulated, even then forecasts and predictions would probably only be possible in general terms, such as 'great or little seismic activity.'

Professor Milne has made a comparison * between the frequency of earthquakes and the change in direction of pole movement, *i.e.*, of displacement of the pole of the earth, as shown by the diagrams of Professor Albrecht, and found that there is a general agreement between frequency and rate of change. But the connection between two phenomena has not been established. If there is a connection it may be found that both are the result of a common cause. When that cause is found, as there are hopes of finding it, the forecasting of earthquakes will have made an important step towards realization.

Seismology has already done much in the study of geophysics and has aided in many ways the activities of man upon the earth, which in the long run must always be the justification of the pursuit of science. Although Canada is not seriously subject to earthquakes yet it is hoped that she will participate in appropriate measure with the other nations which have undertaken collectively a systematic study of the seismic conditions of the earth and the causes that lead thereto.

The evolution of earthquake instruments may be said to date from 1840. Amongst the old forms of instruments was a vessel filled with mercury and having eight or sixteen spouts or lips corresponding to the principal points of the compass. The vessel was completely filled with mercury, and under each lip was placed a cup to receive the mercury ejected by the shock. From the amount of mercury in any particular cup not only the direction of the impulse but also its magnitude or intensity were supposed to be indicated. However, this we know now not to be the case. Later we find the vertical pendulum introduced, registering its movements on a smoked surface, producing a tangled figure that no one has ever been able to read intelligently, for the motion of the pendulum itself after having been once set in motion is so involved in the motion of its support or point of suspension, that the seismic element is practically masked. The above primitive vertical pendulum was greatly improved by the labours of Ewing, Milne, Agamennone and others.

An inherent difficulty with all the various forms of vertical pendulums (also of horizontal ones) is that the earth vibrations are communicated to the point of support and in a greater or less degree affect the motion of the pendulum. If the difference of the periods of the earth vibration and of the pendulum be made as great as possible

* Nature, vol. 74, page 43.

then there will be less tendency of the pendulum to assume its own swing than would otherwise be the case. In the vertical pendulum the axis of rotation is horizontal. If this be inclined, and the pendulum remain at right angles thereto, the period will be increased in the ratio of the cosecant of the inclination, *i*, to the vertical, reaching the limit when the axis is vertical, the cosecant then is infinity, that is, the period is infinity, or the pendulum in equilibrium, motionless, in any position of azimuth.

For practical purposes a slight inclination to the vertical is given to the axis of rotation, sufficient to establish a definite zero position of the pendulum when at rest; the suspended pendulum is called a horizontal pendulum, as the bob swings practically in a horizontal plane.

A vertical pendulum and a horizontal pendulum, whose axis of rotation makes the angle, *i*, with the vertical, being at rest, if we give a slight tilt, *a*, to the respective planes containing the point of suspension and the centre of gravity, the vertical pendulum will be deflected *a*, while the horizontal pendulum will show *a* Cosec *i*. Hence the latter is far more sensitive and better adapted for the measurement of such deviations or deflections of the vertical. The end aimed at in earthquake instruments is in the first place to get an instrument to record only what is going on in the earth as communicated to it by the pier on which it rests; the instrument is to be an unbiased observer and recorder, devoid of personal idiosyncrasies. To attain this end wholly, is impossible. The 'steady point' (bob) of the pendulum is only partially steady or quiescent. The horizontal pendulum being delicately suspended, giving a long period and having a minimum of friction at its points of support, has in its bob or weight a steady point, a point such that when the frame of the instrument or pier upon which it rests suffers a displacement, this steady point will remain stationary, and its apparent motion by the shock is in reality the motion of the pier. When the pendulum is in equilibrium, then the centre of gravity of the system, which is practically that of the oscillating weight or bob, and the axis of rotation must lie in the same vertical plane. Furthermore, if in this plane a vertical be drawn through the centre of gravity and the axis of rotation produced till it intersects the above vertical, the distance from this point of intersection to the centre of gravity will be the length of the equivalent simple pendulum having the same period as the horizontal pendulum. From this relation it follows that the length of the equivalent simple pendulum varies directly as the perpendicular distance of the centre of gravity from the axis of rotation and directly as the cosecant of the angle of inclination, designated by *i* above.

When a series of impulses impinge upon the pier and set it vibrating, the horizontal pendulum will not remain for any length of time at rest, but will itself be set swinging. It will respond most readily to those vibrations which are commensurable with its own period. The displacement of the steady point in the first instances gives only the component of the disturbing force at right angles to the strut of the pendulum.

The Milne horizontal pendulum which is used at most of the British stations is always mounted in the meridian, that is, it records the east-west component of an impulse. Its boom, of aluminum, is about a metre long, and is provided at one end with a thin metal plate having a slit, beneath which in the registering box is another slit at right angles to the former, so that a beam of light, projected by a lamp and mirror on the slit appears as a bright dot on the photographic paper in the registering box. A time scale is provided by a small clock the long minute hand of which cuts off the light from part of the slit temporarily every hour. An hour is represented by two and a third inches, or six centimetres, on the record, or a minute in time by a millimetre.

Another common form of seismograph is that of Omori of the University of Tokio, and built by J. & A. Bosch of Strassburg. The boom, about three-quarters of a metre long, carries at its end a heavy weight, which is supported by wires from a massive casting a little over a metre in height. By a system of delicate levers the motion of the pendulum is magnified ten times, and the record is made by a fine steel

point on smoked paper wound around a large cylinder, revolving once in an hour. The paper is afterwards 'fixed' to secure a permanent record. By means of an electro-magnet in connection with a time circuit a record is made every minute on the paper, and thereby a time scale secured for the seismogram.

In the following description of the seismograph installed at the Observatory here, we have two distinct advantages respectively in the Milne and Omori seismographs combined, viz.: the photographic advantages of the Milne and the magnification advantages of the Omori and for the latter in a greater and more efficient manner.

The Bosch Seismograph.

The seismograph room is situate in the basement of the Observatory. The main room is 7·5 m. long and 1·7 m. wide, and is inclosed within solid brick walls 40 cm. thick. Entrance is gained at the east end from the hall through a lobby as shown on the accompanying diagram. The room is 2·6 m. high and a series of water and asbestos-covered hot-water pipes run along the ceiling. The pendulum pier is built of

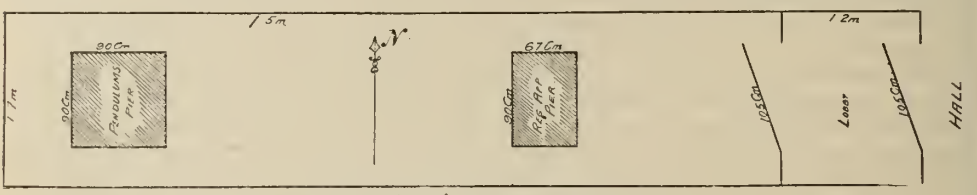

Fig. 4—Seismograph Room.

cement, it is 90 cm. square and extends beneath the cement floor which covers the whole of the basement, 77 cm. resting on boulder clay *in situ*. Beneath the cement floor the pier is protected from contact with the surrounding earth by a brick wall, 10 cm. thickness, leaving an air space between the wall and the pier of about 4 cm., this free space is decreased to about half a centimetre between the cement floor and pier. The pier is built N.-S., E.-W., and rises 77 cm. above the floor. The other pier for supporting the registering apparatus is also built of cement, but it rests directly on the cement floor. Its sides are 90 by 67 cm., and its top is 60 cm. above the floor. From centre to centre of the two piers is 4·1 m.

The lighting of the room is electric, 104 volt alternating current. A 16 c.p. light is suspended over the pendulum pier, and is seldom used. Centrally suspended in the room there is another 16 c.p. light, and over the registering apparatus there is a 16 c.p. ruby light. Of the light in the lamp for throwing a beam on the mirrors reference will be made later.

The following is a description of the Bosch photographic registering horizontal pendulum as illustrated by the three accompanying figures. It may be stated at the outset, that there are two identical instruments placed on the same pier, and at right angles to each other; the one in a north and south direction for giving the east-west component of any disturbance, and the other in an east and west direction for the north-south component.

The base of the apparatus is a heavy iron plate resting on three levelling screws. On the plate are mounted two brass columns, rigidly connected at the top. The pendulum consists essentially of a cylindrical mass or bob, figs. 1, 2, *a*, of 200 grammes, connected with the tubular rod, *l*, 4·6 cm. in length, which terminates in a conical agate cup, resting against the hardened steel point, *n*, which is firmly screwed to the support, *p*. The pendulum bob is supported by two fine wires, *b*, attached by eyes to the two studs projecting laterally from the bob. The position of the studs is such that there is little or no tendency for the agate cup to rise or fall at the steel point, *n*. The other ends of the wires are united in a stirrup, *c*, which is supported on a fine hardened steel point. The metallic framework connecting the two columns and upon which the stirrup rests has three adjusting screws, *d*, *e*, *f*. By means of, *d*, the pendulum may be raised or lowered; by means of, *e*, its azimuth is changed, *i.e.*, its point of rest; and

by, *f*, the inclination of the axis of rotation to the vertical may be changed. If the points of upper and lower support, at *c* and *n*, of the pendulum were in the same vertical line, then the pendulum would be in neutral equilibrium and the mass, *a*, would be at rest in any position. In order to give it stability, a slight inclination of the axis of rotation or motion of, *c*, in the direction of, *a*, is made. On the degree of inclination depends the sensitiveness of the pendulum. The distance from the centre of the mass, *a*, to the lower point of support is 6·2 cm., and from the latter to the upper point of support is 18 cm. The computed period of the pendulum swinging in a vertical plane is ^{s}·26, *i.e.*, the complete oscillation is ^{s}·52.

In order to modify the amplitudes and the free oscillations, there is attached to the mass, *a*, a light aluminum rod, *r*, terminating in a thin aluminum vane within the small air chamber *k*. The chamber is of brass, has a movable glass cover, and has a small horizontal slit for the admission and motion of the thin rod carrying the vane. The whole chamber has two rectangular motions backward-forward, upward-downward, by means of the screws, *g*, *h*, to adjust itself to the vane, and give it play which in the direction of the screws, *g*, *h*, is very limited within the chamber. The air within the chamber forms a cushion. To increase the 'damping,' there are two double walls in the chamber, and the inner ones may be made to approach each other by pushing in the studs, *s*, *s*. Unless the pendulum has a very long boom, the apparent displacement of the steady point is very minute and a magnification of the movement is necessary for purposes of record. When the magnification is effected by a system of long and short arm levers, as in some forms of seismographs, it is evident that the pendulum must do some work to overcome inertia and friction inherent in the recording apparatus, and thereby to a greater or less extent the sensitiveness of the pendulum is affected and destroyed. However, if the record is made photographically these disadvantages disappear. For this purpose there is mounted on each pendulum in the axis of rotation at the point, *n*, the small concave mirror, *m*, having a curvature of 4 metres or very nearly so. The recording apparatus contained within the oaken box, fig. 3, consists of a train of clockwork driven by a strong spring and regulated by a pair of governors similar to that of our (Fauth) chronograph. The brass drum carrying the photographic paper has a circumference of 90 cm., width 17 cm., and is provided at one edge with a projecting rim, perpendicular to its surface. This rim rests on two rollers, one of which is free to move, the other is driven by the clockwork, and the further necessary support for the drum is given by its axis projecting on one side and resting horizontally on two small loose wheels or discs in an upright. The brass axis is cut with a thread of 3 mm. pitch. The drum revolves by friction once in an hour so that each minute is 1·5 cm. long. By means of the threaded axis resting in the two small loose wheels spoken of, the drum moves laterally and the record is a helix with 3 mm. intervals.

A fresh sheet of paper is put on the drum daily.

The illumination for the mirrors is obtained from a lamp as shown in fig. 3. It is mounted on a frame which slides on the lower plate for proper focusing. Within the vertical tube there is an incandescent lamp 16 c.p., 104 volts, with single vertical filament. The ordinary commercial incandescent lamp with the twisted and looped filament is unsuitable as its image cannot be condensed to a point on the photographic paper by the cylindrical lens in front of the drum and shown by the slit in the box, fig. 3. The vertical tube revolves on an axis in the stand, it can be moved up and down, and clamped in any position. Underneath the vertical tube there is a screw for adjusting the verticality of the filament of the electric light.

The horizontal tube telescopes, and is provided at one end with an adjustable slit on which is thrown the image of the incandescent filament by means of an achromatic lens within the horizontal tube. Furthermore, beneath the slit is a small electromagnet, the armature of which carries a small shutter to cover the slit. The electromagnet is put into circuit with our standard mean time service and at every minute the armature is released for two seconds and hence cuts off the light passing through the slit for that time and the record shows broken lines at minute intervals accordingly.

In order to define the hour, the sixtieth minute is omitted, so that the line on the record from the 59th to the 1st minute of the following hour is continuous. The beam of light as it emerges from the slit is made just wide enough to cover the distance between the two mirrors of the pendulums. Each of these mirrors is adjustable on a vertical and on a horizontal axis so that the image may be thrown on the desired part of the cylindrical lens. The images are spaced about 7·5 cm. The cylindrical lens is 20 cm. long, its chord is 2·5 cm., and is 5 cm. from the drum; it is securely fastened to the inside of the box, behind the longitudinal opening seen, fig. 3, and covered by two brass plates separated 2½ mm. to admit of the condensed image. Twice the ratio of the distance of the steady point from the axis of rotation, to the distance of the latter from the drum where the image is, gives the magnification, which in this case is 120. That is, any movement of the pendulum is magnified 120 times on the record. Granting that the record may be read to a tenth of a millimetre, it would be equivalent to the measurement of the relative displacement of the steady point ·00083$^{mm.}$ or the $\frac{1}{30,600}$ of an inch, which is approximately the length of a light-wave at line A of the solar spectrum.

The thermometer seen in fig. 3, is hung up in the room, and is a 'wet and dry bulb' thermometer, for obtaining the hygrometric condition of the room from day to day.

During the winter months, when the ground was frozen, the seismograph room kept comparatively dry, but after the frost had disappeared the cement floor began to show signs of moisture. It was believed that by placing saucers of chloride of calcium about the room the moisture might be absorbed. Although within five or six days a half dozen saucers would be filled with water the relative humidity was not only not reduced but showed an increase from 70 in May to 85 in June, with a maximum of about 88 in July.

It was feared that this continued high degree of humidity would in time affect the efficiency of the seismograph, especially of the steel points supporting the pendulums. Although the basement and building are supposedly thoroughly drained, the other parts of the basement showing no moisture, undoubtedly due to the free circulation of air, which is not the case in the seismograph room, it was decided to lay two lines of tiles longitudinally through the seismograph room.

During the repairs all the instruments were dismounted on the eve of my departure, July 24, for the longitude work in Vancouver, referred to in the first part of the report, and were not mounted till my return in October. This accounts for the absence in our records of the great earthquake at Valparaiso on the evening of August 16.

At present (October) the room is quite dry, but the test of the efficiency of the additional tiling will not be apparent till next spring, as the present summer has been exceptionally dry, and the earth almost exhausted of all its moisture

DETERMINATION OF THE 141ST MERIDIAN.

During the season of 1905, the astronomic stations at Vancouver and Seattle were connected by the telegraphic determination of their difference of longitude; the observers were Mr. Edwin Smith, of the United States Coast and Geodetic Survey, and the writer.

Subsequently the longitude was carried by Mr. Smith and Mr. McGrath also of the U. S. Survey, by cable to Sitka and Valdez, and thence overland to Ft. Egbert or Eagle City, on the Yukon, about ten miles to the west of the 141st meridian.

It was arranged by the International Boundary Commissioners, Dr. W. F. King and Mr. O. H. Tittmann, that the determination of the meridian should be made from the determined positions of Vancouver and Egbert, Mr. Smith to occupy the latter station, Mr. F. A. McDiarmid of the Ottawa Observatory a station on or near the meridian, and the writer, Vancouver. Mr. McDiarmid and the writer were provided with practically identical astronomic outfits, Cooke transits Nos. 2 and 3, described in my report for Transpacific longitudes, while all three observers used the registering or

transit micrometer, whereby personal equation is eliminated, and the accuracy of the work increased, compared with the former method with transit key and noting the transit over a system of eleven threads.

The method and programme of work were similar to that described in my last year's report. Each observer obtained, if the night was clear, two independent time determinations each night, from two sets of 14 stars each, two thereof being polars and the other time stars. For each determination the instrument was used in positions clamp east and clamp west, seven stars in each position. The comparison of the clocks Boundary and Egbert, and Boundary and Vancouver, was made between the respective two time determinations so that the errors of the respective clocks were clinched, as it were, between the time determinations.

At Vancouver there is a permanent observatory for longitude work; at Egbert the pier of 1905 was occupied, while at Boundary Mr. McDiarmid erected a cement pier and hut. Boundary and Egbert being very near to each other, the telegraphic exchange of signals was readily accomplished. These signals were as heretofore 'arbitrary.' One observer would send twenty signals by means of a break-circuit telegraph key, then the other would send forty signals, and again the former twenty signals, so that the mean of the time of the signals of the first would be about the mean of the time of the other (40) signals, cutting out thereby differential rate of the clocks or chronometers, each observer having a break-circuit sidereal chronometer. Every night during the exchange of clock signals all the telegraph offices on the line were cut out, save those where there were repeaters.

The telegraph line from Vancouver to Boundary is composed of the following sections:—

Vancouver to Ashcroft	204 miles.
Ashcroft to Hazelton	587 "
Hazelton to Atlin	515 "
Atlin to Boundary	668 "
Vancouver to Boundary	1,974 "

In round numbers the distance is 2,000 miles. The iron wire is of No. 8 Birmingham gauge, weighing 360 pounds to the mile.

It may be observed that the above distances, supplied by Mr. Phelan, Superintendent of the Yukon Telegraph Line, were arrived at by 'wire mileage,' counting 3½ coils of wire to the mile. Repeaters were inserted at Vancouver, Ashcroft, Hazelton and Atlin. The electro-motive force employed was distributed as follows:—

Ashcroft, 60 gravity cells west, 132 cells north.
Hazelton, 115 gravity cells south, 85 cells north.
Atlin, 65 gravity cells south, 154 cells north.
Dawson, 150 gravity cells straight.
Egbert, 96 gravity cells straight.

At Vancouver storage cells were used.

The Vancouver-Boundary telegraph line passes nearly the whole of its course through a sparsely settled country, in fact, by far the greater part through a wilderness. Through the woods a fair 'right of way' is cleared and the wire is supported on trees from which the branches have been cut. Under these conditions, with the vicissitudes of wind and water and fire it was to be expected that interruptions in the telegraphic service would be not infrequent, but as it subsequently turned out, the service was better than anticipated, and here I wish to express my appreciation of the solicitous interest the superintendent, Mr. Phelan, took in the work, and furthered it by every means in his power. To Mr. Fletcher, too, chief operator at Vancouver for the Canadian Pacific Railway my thanks are due for his hearty co-operation this year as in former years.

On account of the high latitude of Boundary (64° 41') and Egbert and the consequent long daylight, the longitude campaign was deferred to the latter part of the summer.

Attention having been called in the Astronomische Nachrichten No. 4101 to the probable occultation of 3 Geminorum by Jupiter on August 4, occurring shortly after noon, Greenwich mean time, it was suggested that I observe the phenomenon at Vancouver. Accordingly, I left for my destination on July 25, carrying with me besides the longitude outfit, the portable 4½″ equatorial, and also the Tesdorpf magnetic instruments. The transit was mounted in the observatory while the equatorial was mounted in the open air. The weather was very propitious and nightly time determinations were obtained until the night of August 3-4, when the sky was wholly overcast. The phenomenon was to occur or to begin about dawn. I remained up all night watching the sky to get a time set, but without avail. About dawn there came a slight rift in the clouds, and that rift disclosed Jupiter. Another moment and the equatorial was trained on the giant planet. Wires had been led from the observatory for the purpose of recording time on the chronograph. The four satellites were distinctly seen on one side of the planet and on the opposite side very near the upper edge shone brightly 3 Geminorum. I watched Jupiter slowly increasing its right ascension and approaching the star. How I wished as on similar occasions that there were no atmosphere, and that celestial bodies would not get 'glued' together, but instead each pursue its own course so that the phenomenon of occultation would be sudden and sharp as it theoretically is. Daylight was fast advancing, so were the clouds, and the air was becoming more and more tremulous, however a fairly good record of the time of ingress was obtained. When the time of egress came, clouds obscured the event.

We have—

	h.	m.	s.
Chronometer time of ingress	0	47	30
Chronometer correction	+0	00	43
Longitude Vancouver ($\phi = 49° 17'·8$)	8	12	28
Greenwich sidereal time	9	00	41
Sidereal time G.M.N.	8	48	34
Sidereal time after G.M.N.	0	12	07
Greenwich mean time of event	0	12	05

Mr. McDiarmid reached Vancouver on the 3rd August, and left for Dawson on the 6th. A fortnight later he was installed at Boundary ready to observe. On the 22nd August we had our first exchange of clock signals. The weather or sky at night was very favourable at all three stations almost continuously, and the telegraph line as already stated gave less trouble than anticipated, so that by September 3 we had obtained seven differential longitude determinations between Boundary and Vancouver, for five of which each observer had obtained a full set of stars for the two independent time determinations, while for the other two nights, good time determinations were also obtained, but not with the full complement of stars. Similarly between Egbert and Boundary seven differential longitudes were obtained. At Vancouver the mean temperature during the observations was 60° F., the lowest being 56° F., while at Boundary the mean temperature was about 42° F., and the lowest just reached the freezing point. In order to assure as constant a temperature as possible the chronometers were kept in the observatory in wooden boxes, used for their transport, having 3-inch hair padding on the inside. Although the temperature of the observatory might vary within the building 20° F., in the 24 hours, that of the chronometer would be confined to about two degrees.

At Vancouver, where the pier was built years ago and is therefore practically settled, after the transit was mounted and adjusted in azimuth and levelled, the levelling screws were not touched thereafter, as it is preferable to take careful readings of the inclination of the axis than to attempt to level the instrument every night; for experience shows that there is a 'set' of the levelling screw after turning the same. Besides, as there is a small correction for inequality of pivots it would be impracticable to have the instrument level in both positions—clamps east and west.

The reduction of the observations, now in progress, will be made in the usual way. The three unknowns azimuth, collimation and clock error—involved in each observation equation will be deduced from each set of (14) observation equations by the method of least squares.

As already stated on the line between the Vancouver observatory and Boundary, there were four repeaters, *i.e.*, at each of the four stations there were two repeaters, one for transmitting automatically signals going north, and the other for signals going south. Although the repeaters, of the Weiny-Phillips type, were all alike, and their adjustments very similar, yet there was no absolute assurance that the transmission time of a signal going north say, was exactly the same as that of one going south, as they passed on their route through different repeaters. It was not found practicable to make the necessary changes for sending the signals in a given direction alternately through the two repeaters of each station. During the campaign the signals were sent through the repeaters as they were used in the ordinary commercial work. On the night of September 3, when the longitude work was completed it was intended to make the experiment of reversing the direction through the repeaters, but a vivid aurora borealis sprang up about Atlin, which interfered so materially with the electric circuit that the experiment had to be abandoned. However, on the following afternoon it was successfully carried out. The experiment consisted: (1) exchange of arbitrary signals as usual, 20, 40 and 20 signals; (2) repeaters reversed; (3) repeaters reversed, poles reversed; and (4) as usual, same as (1). The last, (4), condition assured, compared with the first, (1), the determinations of the differential rate of the chronometers for application to (2) and (3). It may be remarked that there was no change made in the adjustment of the points in the repeaters in the various experiments.

EXPERIMENT REGARDING TRANSMISSION TIME.

Vancouver—Boundary, Sept. 4, 1906.

(1) As in preceding longitude work. (2) Repeaters reversed. (3) Repeaters and poles reversed. (4) As in preceding longitude work, same as (1).

Condition.	Direction.	Vancouver middle time.	Difference of Chronometers.	Differential rate correction.	Difference of Chronometers for same epoch	Trans. time in both directions.
		h. m. s.	h. m. s.	s.	h. m. s.	s.
(1)	Western Signals.....	13 57 56	1 09 59·129	·000	1 09 59·129	·451
(1)	Eastern "	14 04 56	.. .. 58·667	·011	.. .. 58·678	
(2)	Eastern "	14 12 03	.. .. 58·647	·022	.. .. 58·669	·436
(2)	Western "	.. 14 36	.. .. 59·079	·026	.. .. 59·105	
(3)	Western "	15 16 15	.. .. 58·963	·123	.. .. 59·086	·416
(3)	Eastern "	.. 19 49	.. .. 58·542	·128	.. .. 58·670	
(4)	Eastern "	15 33 27	.. .. 58·542	·153	.. .. 58·695	·423
(4)	Western "	.. 35 25	.. .. 58·962	·156	.. .. 59·118	

If d = absolute difference of the two chronometers at stations V, (eastern), and B (western), respectively.

t = transmission time with repeaters going west.

t' = transmission time with repeaters going east.

D_w = diff. of chronometers by western signals from B, and read on eastern, V, chronograph.

D_e = diff. of chronometers by eastern signals from V, and read on western, B, chronograph.

$D'_{w\ e}$ similarly as above, but with repeaters reversed.

Then we have

$$D_w = d + t'$$
$$D_e = d - t$$
$$D_w - D_e = t + t' \qquad d = \frac{D_w + D_e}{2} - \left(\frac{t - t'}{2}\right)$$

Again $D'_w = d + t$

$$D'_e = d - t'$$
$$D'_w - D'_e = t + t' \qquad d = \frac{D'_w + D'_e}{2} + \left(\frac{t - t'}{2}\right)$$

Hence $D_w - D_e = D'_w - D'_e = t + t'$, $d = \frac{D_w + D_e + D'_w + D'_e}{4}$, $t - t' = \frac{D_w + D_e - (D_w + D_e)}{2}$

$$\text{or } t + t' = \frac{(D_w - D_e) + (D'_w + D'_e)}{2}$$

Taking the mean of (1) and (4) = ^{s}·437, and the mean of (2) and (3) = ^{s}·426

we have $t + t' = {}^s\cdot 4315$

and $t - t' = \cdot 0225$

whence $t = \cdot 2270$

$t' = \cdot 2045$

That is apparently the transmission time going east, *i.e.*, going from Boundary to Vancouver is ^{s}·022 less than going in the opposite direction. We say apparently, for the inter-agreement of (1) with (4), (2) with (3), which should be identical, is of a magnitude of that quantity.

It is therefore not certain whether the difference of transmission times found for the two directions is apparent or real. In any case it is a very small quantity, the corrections being a hundredth of a second in time or less than seven feet at the Yukon boundary.

It is evident that by taking the mean of the mean differences of the chronometers found by the signals traversing first through one set of repeaters, and then through the other set, not only is the transmission time cut out, but also any difference in transmission time in going through the one set of repeaters compared with that going through the other set, or, which is the same thing, the difference of transmission time going in one direction and the other direction is eliminated.

While at Vancouver, the opportunity was embraced of obtaining a complete set of magnetic observations. The instrument used was that of Tesdorpf, the same that I used in Fiji, Australia and New Zealand.

The magnetic station was 48½ feet south of the observatory pier and 28½ feet west thereof, the geographical co-ordinates being

$\phi = 49°\ 17'\cdot 7$

$\lambda = 123°\ 07'\cdot 1$

The declination was obtained from observations with the fibre declinometer, magnet 10, using the magnet in both positions, N up, and N down. As reference object, the finial of the steeple of the Catholic Indian Mission church across Burrard inlet in North Vancouver, was used. The azimuth of the latter was determined by observations on Polaris noting the time by a pocket sidereal chronometer, which was compared

with the box chronometer whose error was accurately known. The mean declination for August 21, 1906, at 2.50 P.M. was found to be 25° 04′·4 east.

Inclination was observed with both needles VII. and VI. The setting of the instrument in the magnetic meridian was readily obtained from the preceding declination observations. Each needle was observed in the usual position—circle west, face east, face west:—circle east, face east, face west. Then the polarity of the needle was changed by means of the two bar magnets, and another set—circle east, circle west was obtained. The inclinations as found by needle VII. on August 21, 1906, at 4.17 P.M., the mean of the time of beginning and end of observation, was 71° 40′·0.

On the following day at 5.05 P.M., with needle VI., the inclination was 71° 40′·2. The mean of the two needles is 71° 40′·1.

Deflection observations, with deflecting magnet 46, deflected magnet 10, were also made, besides oscillations observed of magnet 46. For noting time, Bond mean time chronometer 511 was used. It was compared for several days at frequent intervals with the Dent sidereal chronometer 48419, whose error was accurately known, and thereby the rate of the former determined.

The reduction of the oscillation and torsion observations have not yet been made and hence the value of the total force is not available at present.

I have the honour to be, sir,
Your obedient servant,

OTTO J. KLOTZ.

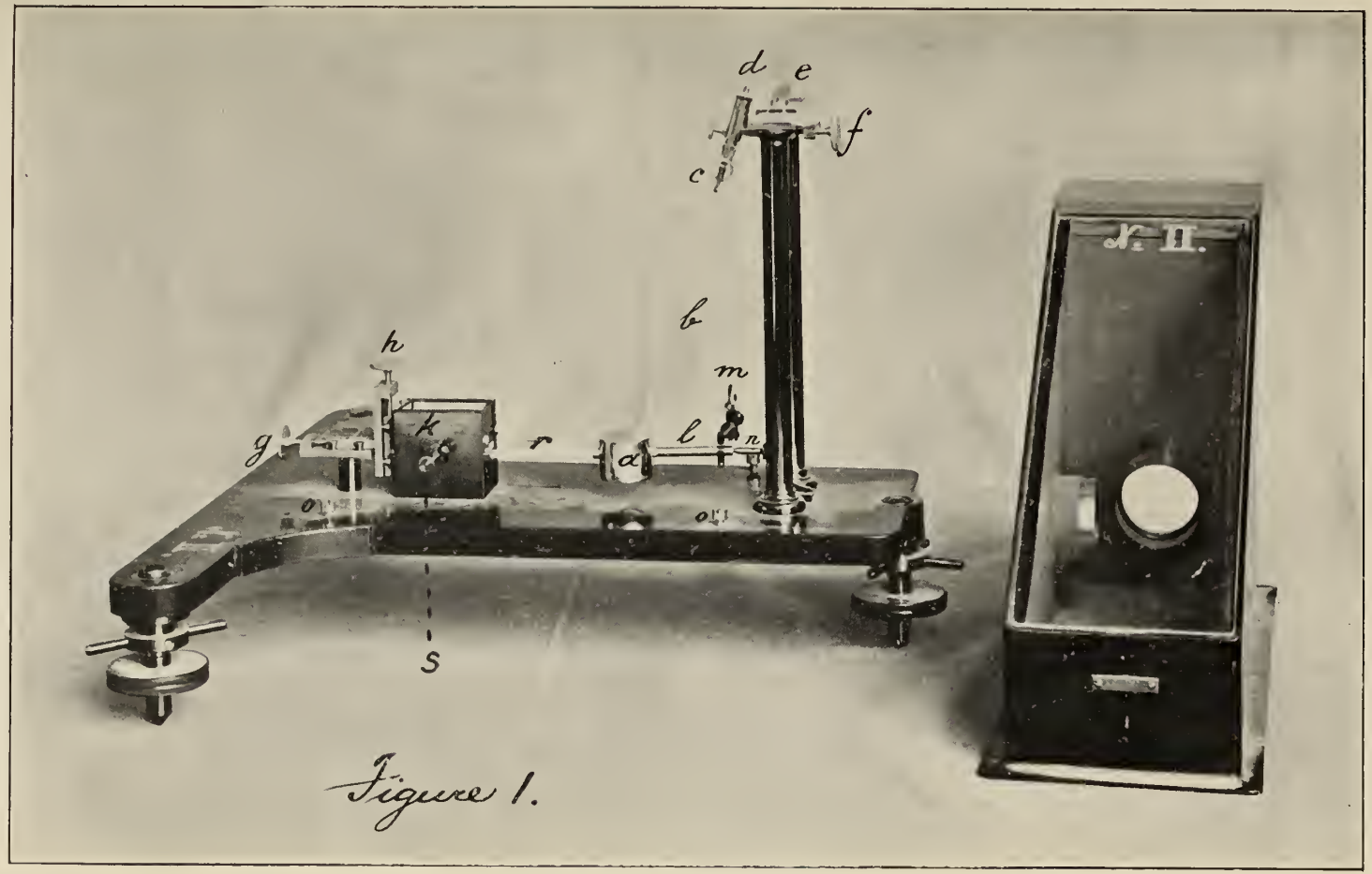

FIG. 1.—BOSCH SEISMOGRAPH.

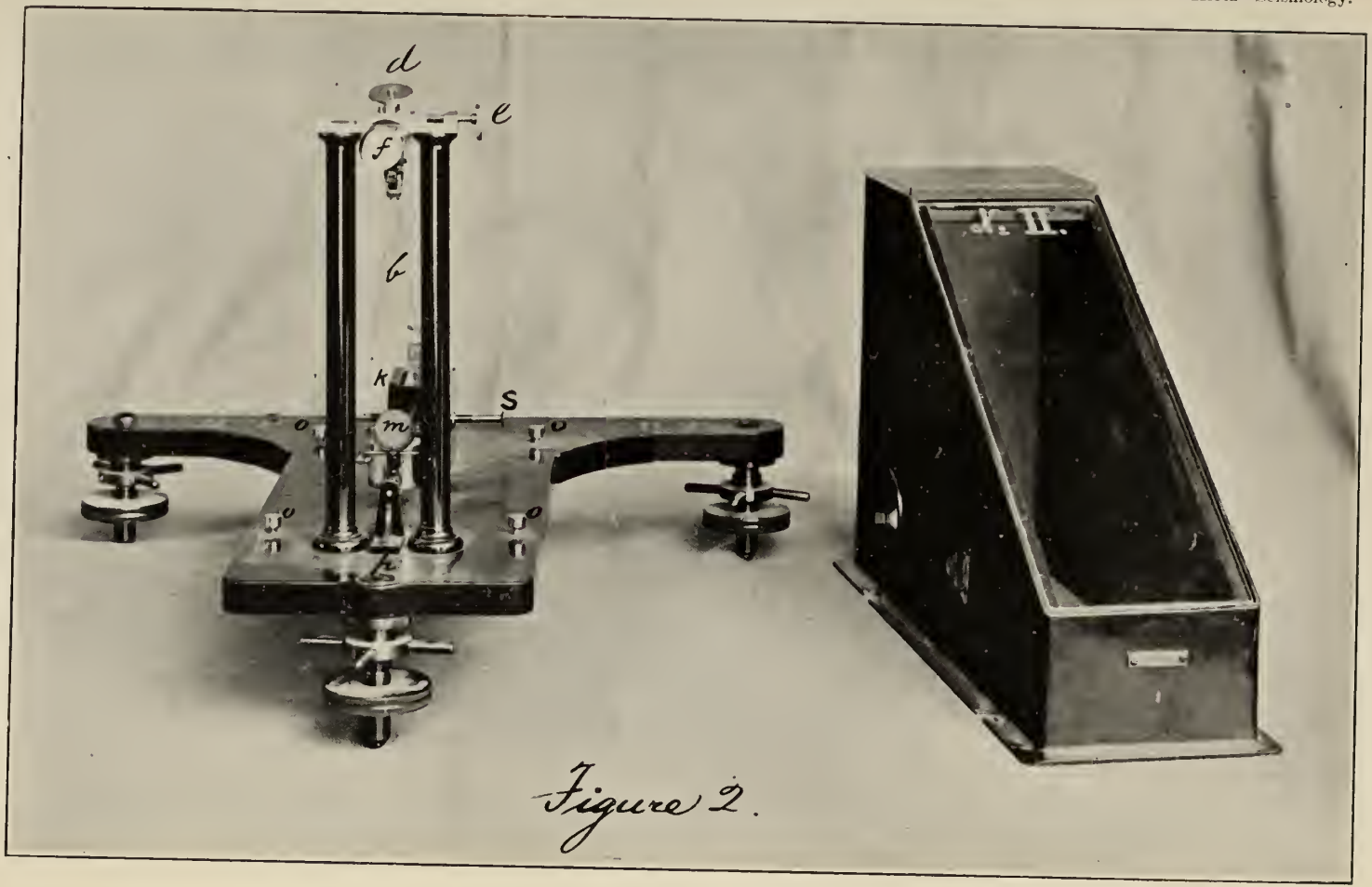

Fig. 2—Bosch Seismograph.

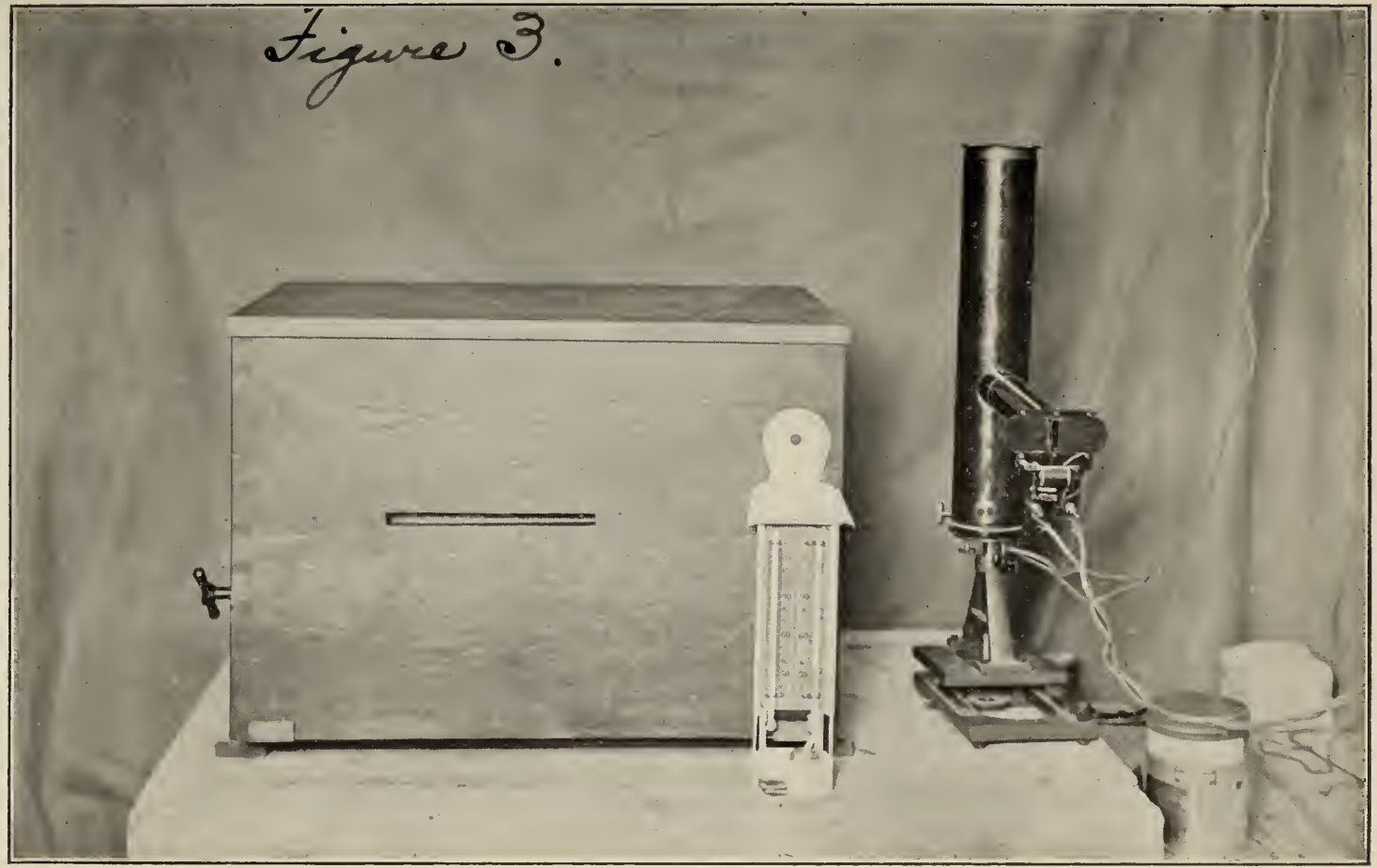

FIG. 3.—REGISTERING APPARATUS FOR BOSCH SEISMOGRAPH.

APPENDIX 2

REPORT OF THE CHIEF ASTRONOMER.

OBSERVATORY INSTRUMENTS AND ASTROPHYSICAL WORK

BY

J. S. PLASKETT, B.A.

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APPENDIX 2.

REPORT OF J. S. PLASKETT, ESQ., B.A., ON OBSERVATORY INSTRUMENTS AND ASTROPHYSICAL WORK.

Ottawa, Ont., October 20, 1906.

W. F. King, Esq., B.A., LL.D., &c.
Chief Astronomer,
Ottawa.

Sir,—I have the honour to report as follows upon the work organised and carried on by me during the past year.

Owing to its being the first year of the occupation of the Observatory, a great deal of time has necessarily been spent in erecting, adjusting and testing new instruments, and getting them into shape for regular work. Moreover, in the early part of the year, my time was entirely occupied with preparations for the Eclipse Expedition to Northwest river. After my return from the expedition, about September 10, 1905, the preparation of a report upon the expedition, and of a description of the observatory and instruments with the necessary photographs for illustrative purposes occupied considerable time. It was, hence, not until the middle of November, that I was able to devote much time to the astronomical work of the observatory. Since then my attention so far as regards astronomical work, has been chiefly directed to the measurement of the radial velocities of some of the brighter stars, to stellar, lunar and solar photography, and to the erection and adjustment of the concave grating spectroscope. The cataloguing and care of the field and observatory instruments and apparatus has occupied considerable time, as has also the fitting up of the workshop and the carrying on of numerous necessary and convenient pieces of work in it. The design of the house and tube for a coelostat reflecting telescope for solar research work, with the necessary mechanism for the adjustment of coelostat and secondary mirror to suit the varying declination of the sun, has also been completed. Further, a design for a combined single prism and three prism spectrograph of modern type for the accurate determination of velocities in the line of sight, which is to be constructed in our own workshop, has been practically completed.

The equatorial telescope has been in use practically every fine night since last November on Mondays, Wednesdays and Fridays by myself, in line of sight work and occasionally in stellar and lunar photography; on Tuesdays and Thursdays by Mr. Tobey, in photometric work; and on Saturday evenings for the use of visitors. This latter feature, which I have personally attended to except on two or three evenings when I was out of town, seems to be very popular, the average attendance of visitors since it was instituted having been greater than 50.

It has seemed preferable to consider the various matters that have occupied my attention under separate headings. They may be conveniently classified under the following subdivisions:—

Workshop.
Instruments.
Equatorial Telescope.
Stellar Camera.
Solar Camera.
Concave Grating Spectroscope.
Coelostat Telescope.
Stellar Spectroscopy.

WORKSHOP.

As described in last year's report, the workshop is equipped with a Rivett bench lathe, a 10-inch Hendey Norton toolmaker's lathe, and a Brown & Sharpe Universal milling machine No. 1½. Each machine is also well supplied with the necessary attachments and small tools for its efficient working. These machines were received in July, 1905, but nothing was done to put them into service until my return from the Eclipse Expedition in September last. As soon as possible after that date, I took steps to have the machines set up and placed in working order. The necessary shafting, hangers and pulleys were supplied by the Victoria Foundry, and were satisfactorily erected under my supervision by Mr. George Sparks, the engineer of the observatory. The whole equipment was ready for use by January 1, 1906, and since then has been very frequently used by Mr. R. M. Stewart and myself. The former has placed additional contacts in some of the electric clocks, has made an automatic thermostat for keeping the clock room at constant temperature and has executed numerous smaller repairs as well. Besides making small repairs and alterations to some of the field instruments, I have placed several trusses on the spectroscope for preventing flexure, remodelled the comparison apparatus, made new diaphragm for the slit and placed a double slide motion, adjustable from the eye end, on the correcting lens. The solar camera has been altered to adapt it to the new type of enlarging lens, and an electric synchronization has been placed on the driving clock of the telescope, while the driving worm has been re-cut to remove periodic errors. Many other small repairs and constructive details have also been attended to as the necessity arose, but these and the work mentioned above will be described each under its separate subdivision below.

Not much time was available for such work and the services of a competent mechanician were urgently required. Now that a capable man has been appointed, his services will be found invaluable to the observatory. With the addition of a small grinder to keep the tools and milling cutters sharp, work can be done with the machinery installed here which cannot be duplicated in Ottawa, and much time and expense will be thereby saved. There is sufficient work already in sight, including a new modern type spectrograph and the mechanism for the coelostat telescope and its spectroscopic adjuncts to keep the mechanician employed for at least two years, and this does not take into account the smaller details and repairs that will be continually needing attention.

INSTRUMENTS.

All the instruments used, both surveying instruments and observatory apparatus, are under my care. Those not in use are stored in the circular room directly over the entrance hall. Until the early part of the year they were temporarily placed in cupboards, &c., in the room, pending the completion and installation of the circular steel cases with glass doors which had been provided to contain them. After these had been erected, the instruments were classified as far as possible and arranged in the cases so as to keep the field instruments and others likely to be often required as accessible as possible. All particulars pertaining to each instrument, such as its location in the cases, when obtained, cost, by whom and when borrowed and returned, &c., are recorded in a convenient card catalogue. The proper looking after of the instruments takes considerable time and the question of repairs is a troublesome one. Some of the smaller repairs and alterations have been done by myself, but in the majority of cases the instruments have had to be sent away for the necessary repairs. Now that a mechanician has been appointed the trouble, delay and expense involved in this process will be to a great extent avoided, and there should be no difficulty in keeping the instruments in good shape.

THE EQUATORIAL TELESCOPE.

This instrument, which was fully illustrated and described in last year's report, has been employed during the past year chiefly in spectroscopic work, determinations

of the radial velocities of some of the brighter stars, but has also been used in photometric work by Mr. W. M. Tobey and as a guiding telescope for the stellar camera. An enlarging camera, which can be attached to the telescope, and which is intended for solar photography, has also been used in photographing the moon and some excellent lunar negatives obtained. Each of these will be treated in a subdivision by itself; it will be sufficient here to speak of the working of the telescope itself.

It has given excellent satisfaction on the whole and has answered admirably for the work done. One or two details, chiefly in the driving, have required attention in order to secure the most efficient results. It was early discovered, when the instrument was being adjusted, that the driving clock ran too fast, about two minutes to the hour, even when the governor was adjusted to its slowest rate. The proper remedy for this difficulty is to use longer governor arms, but as the obtaining of these arms would involve sending the present arms to the makers for some time, and hence stopping the use of the instrument during the interval, the difficulty was temporarily overcome by attaching a piece of lead to the lower part of each governor ball, thus lengthening the radius of gyration and slowing the clock. It was now found that, although the aggregate rate over a long interval, as compared with a standard clock, could be made nearly exact, the rate for a short time as observed when the telescope was pointed to a star, or when the star was brought on the slit of the spectroscope, was very irregular as shown by the image travelling back and forth over an angular distance of some 30 seconds of arc. This oscillation might be due to one or both of two causes—non-uniform motion of the governor; or periodic error in the clock train or driving mechanism.

Although some traces of periodicity were detected, they were so masked by other irregularities as not to be readily evident, and it therefore seemed probable that the trouble lay in the governor. It was noticed that it did not respond very quickly to any change in the driving force, and that the heights of the balls varied through a considerable distance while running. An examination showed that one of the screw heads was too long and rubbed against the governor arm, preventing its free movement. When this was filed off, there was some slight improvement in the driving, but it was still very irregular, and no efforts on my part met with much success in overcoming the difficulty. Such irregularities are very troublesome in investigations with the telescope, especially in photographic or spectroscopic work, as they materially increase the labour of guiding and diminish the efficiency and accuracy of the results.

Electric Control.

It seemed therefore worth while to attempt other means of getting rid of the difficulty, and an electric control seemed the most feasible. In consulting with Mr. R. M. Stewart, Superintendent of the Time Service, who has had considerable experience with electrically synchronized clocks, he suggested that the equatorial clock be synchronized with the sidereal clock, and that this be done by the pull of an electromagnet, actuated by the sidereal clock, on an armature attached to a wheel rotating in two seconds. This period is necessary on account of the arrangements of the contacts in the sidereal clock, which sent a current for one second every alternate second, that is to say the current is on for a second and then off for a second. I worked out the details of the mechanism, and, as there is no spindle revolving at the required rate, once in two seconds, it was necessary to introduce an auxiliary wheel for the purpose. The governor spindle revolves twice a second and the second spindle once in four seconds. A connection with the governor spindle was determined on as being more simple and direct and also on account of there being more room for the necessary mechanism. A reference to fig. 1 shows the arrangement of the scheme. It consists of a brass pinion, A, 1½ inches in diameter, attached to the governor spindle, gearing into a brass wheel, B, 6 inches in diameter and ¼ inch thick. This wheel, which revolves on ball bearings, has mounted on its upper surface two sectors, C and D, each ½ inch thick, ¾ inch wide and extending over 120° of the circumference. One of these sectors

is of brass, for balancing purposes, and the other of Swede's iron which is attracted by the electro-magnet, E, every alternate second. This electro-magnet, which is adjustable back and forth, has about 1,200 turns of No. 24 wire and exerts a strong pull on the iron armature when the current is flowing. The synchronizing current from the clock flows through the coils of the relay, F, while the electro-magnet, the points of the relay, and the storage battery of 5 cells form a second circuit, the conducting wires for both circuits coming up through the telescope column from the room below.

The governor is adjusted to gain a little on sidereal time, so that the original frictional contact will not come into action when the synchronization is working. After the governor has reached its full speed, the switch, G, connecting the battery and the electro-magnet is thrown in, and a current hence passes through the coils of the magnet for a second and is then interrupted for a second. As the wheel, B, rotates in two seconds, it will evidently turn 180° while, E, is a magnet. The armature, however, occupies 120° only, and if it is in synchronization, the wheel will be accelerated at the beginning and retarded an equal amount at the end of the magnetization of E. If, however, the mean position of the armature is behind the mean time of passage of the current, the acceleration will be greater than the retardation and vice versa. The tendency will therefore always be to bring the armature into step with the magnetization, and hence to keep the telescope clock at the same rate as the sidereal clock. Theoretically the mean time of magnetization and the central position of the armature should coincide, but the question is complicated, not only by the lag due to self induction and hysteresis, but also by the friction induced in the bearing by the magnetic pull, so that the armature is some 30° behind the magnetizing current. As first made, the bearing was furnished with balls at the lower end to take the thrust due to the weight of the wheel and armatures, but the friction induced on the plain bearing by the pull of the magnet on the armature was so great as to practically obliterate all synchronization, and it was necessary to make entirely new ball bearings for both ends. The whole mechanism, which is carried on a brass plate, H, firmly screwed to the top of the clock box, was made by myself in the workshop, and it completely overcomes the irregularities of the governor which now, when running, always remains in the same position, instead of moving up and down as formerly.

The Driving Worm.

The first effect noticed, when it was tested, was to exhibit very clearly a periodicity in the remaining irregularity which had now an angular amplitude of between 15 and 20 seconds of arc, about half its previous amount. This irregularity, whose period had previously been masked by the irregularity of the governor, had now a period of 4 minutes, which is the exact time occupied in one revolution of the driving worm, the connecting rod, and the last wheel in the train. The trouble must therefore be looked for in one or other of these parts, and the driving worm seemed the most likely place. The worm was dismounted from the telescope and placed between the lathe centres. It was at once noticed that the end of the worm shaft, which carried the bevel transmitting gear, was bent, but on straightening it, and replacing the worm there was not much improvement. It was therefore again taken out, put in the lathe and thoroughly tested. The hardened end of the shaft which received the thrust of the worm appeared to be true, and there only remained the worm itself. A careful test showed that it was not concentric with its shaft and journals, so that, even supposing the screw were correctly cut, its eccentricity with respect to the journals on which it revolves would cause it to mesh more deeply into the teeth of the worm wheel at one part of its revolution than another, and this defect would be quite sufficient to cause the observed irregularity.

The method employed to remedy the trouble was to make the shaft as straight as possible, so that the bearing parts ran true, or as nearly so as possible, when revolved between the lathe centres. The thread was then re-cut with the utmost care, using a very sharp tool and taking very light cuts, removing the least possible amount of

5146 FIG. 1.—Electrical Synchronization of Telescope Driving Clock. p. 46

metal consistent with accuracy. Finally after this was finished a very light cut was taken over the journals to ensure their being concentric with the thread. It was thought better to do this even at the cost of having them slightly loose in their bearings.

On testing it was found that the drift was now reduced to less than one-fourth of its original amount, being now only three or four seconds of arc, equivalent at the focus of the 15-inch objective to about 1/300 inch. This is probably as good as can be obtained without making an entirely new screw, and such an amount of drift is not objectionable for some purposes. For spectrographic work it is, on the contrary, an advantage to have the star move slowly along the slit, provided the amplitude of oscillation is not too great, as was originally the case. The length of slit used is about 1/100 inch, so the drift is about 1/3 this length, and it is easy to so divide this length and the required exposure as to get practically uniform exposure over the whole width of star spectrum.

Although considerable time was occupied in devising, constructing and adjusting the electrical synchronization, and in correcting the driving worm, I consider it time well spent as not only is the labour of guiding very much diminished, but the accuracy is increased and the exposure time correspondingly diminished. In following a star for photographic or spectroscopic purposes, only the small differential corrections for inexact adjustment of the instrument, and for change in refraction with varying altitude require attending to.

THE STELLAR CAMERA.

The objective of this camera is a photographic doublet of 8 inches aperture, and 40 inches focus made by Brashear. It was fully described in last year's report, and an example of the work done with it was there reproduced. It gives beautiful star images over a large field the extent of good definition being fully equal to, if not greater than in any other objectives of whose work I have seen reproductions. The camera is attached to the tube of the equatorial telescope which is used as the guiding telescope. This prevents its extended use as no other work can be done with the telescope while a star photograph is being made. However, last fall the camera was put in accurate focus, and some photographs in the Milky Way obtained. Recently the camera has been used by Mr. W. M. Tobey for photometric work. He has been testing it on some short period variable stars, the change in brightness being exhibited by a change in the diameter of the star image, according to a certain empirical relation. His work has not yet proceeded far enough to give any definite results. If some useful and continuous work could be found for this camera, it would seem desirable to detach it from the telescope and provide it with an equatorial mounting and a guiding telescope so that it may be used regularly without interfering with other work.

THE SOLAR CAMERA.

It had always been the intention to use the telescope for obtaining large scale photographs of the sun's surface to record the areas of spots, &c. As the diameter of the solar image in the focus of the objective is only about 2 1/3 inches, some type of enlarging lens must be used to obtain the necessary size of image and as a negative lens requires less extension of the telescope, it was chosen for the purpose. The curves of this objective were computed by Hastings, and the lens itself, and the camera, which consisted of a conical tube screwing into the same flange as the eye end and spectroscope adapter, with rack and pinions for focussing and a simple slit shutter for the short exposures required, were made by Brashear. The lens and mounting were received shortly before starting on the Eclipse Expedition, and then there was only time for a short trial. Although the definition obtained was very poor, it was thought that further adjustment might improve matters.

As soon as possible after my return the lens was further tested, both visually and photographically, all possible adjustments were made, but no definition whatever could

be obtained. I had from the first been somewhat sceptical as to the possibility of obtaining a well-defined enlarged photographic image over a considerable angular field from a visual objective. When it is remembered that the photographic light, which extends between the wave lengths of λ 5000 and λ 3800 say, forms foci at different points along the axis, extending over a range of upwards of an inch beyond the visual focus of the telescope objective, and that the enlarging lens has to unite all this light into a focus at one plane not only along the axis, which would be feasible enough, but over an extended surface of about 10° angular aperture, it is evident that a two-lensed objective can scarcely fulfil these conditions. It seemed to me that there would be much greater hope of success if the enlarging lens were corrected for the visual part of the spectrum, the same as the objective of the telescope, if an orthochromatic plate sensitive to the visual light were used, and if the photographic light, which would give blurred images, were prevented from reaching the plate by an absorbing screen or filter. In correspondence with Brashear, it was learned that Hastings had misunderstood the requirements, and the original enlarging lens was only corrected for axial light, and was hence quite useless for solar photography. My idea in regard to a visually corrected enlarging lens was accepted, and a new lens was made for us by Brashear. It was received in April last, and owing to the fact that its focal length was slightly shorter, in order to obtain a larger solar image, the camera had to be modified to suit the new conditions, after a preliminary trial with temporary adjustments to determine the best position of lens and plate. The lens had to be placed lower down in the tube and the opening between lens and plate enlarged to admit the full beam. This trial showed that the definition was very much improved and the prospects of good results looked hopeful. However, an examination of the image through the shutter slit showed a marked deterioration, probably due partly to diffraction and partly to the position of the shutter which was about a quarter the distance between lens and plate away from the lens, and hence not near the place where the pencils were combined. Indeed with a negative enlarging lens the only real focus is on the plate and it therefore seemed necessary to use a shutter near the plate. A sliding metal shutter would be so heavy as to cause vibration and a Thornton-Pickard Focal Plane shutter, in which the moving part is a light roller blind having a narrow slit in it moving rapidly across the plate, was ordered. In order not to have lines across the negative parallel to the motion of the blind, the slit was to be faced with smooth and straight metal edges.

While waiting for this shutter the camera has been used in lunar photography, and a number of excellent negatives have been obtained. A reproduction of a print of one of these, exposed on June 1, 10h. for ten seconds is shown in fig. 2. An absorbing screen was made from two pieces of thin plate glass 8 inches by 10 inches in size, coated with gelatine and then stained in a solution of tartrazine, an orange-yellow dye very useful for yellow screens, to such a depth that the two combined absorbed all light of shorter wave length than λ 5000. These two plates are sealed together film to film with Canada balsam. This filter is placed as close to the plate as possible in order to avoid distortion of the image owing to deviations of the surfaces from accurate planes, for although they are a good quality of plate glass the surfaces are not optically worked. The plates used for the lunar photography were Cramer Instantaneous Isochromatic, and the exposure given varied from 5 to 20 seconds, depending on the age of the moon and the aperture of the telescope objective which was in some cases diaphragmed to 7½ and 10 inches. The aperture used for the negative of the reproduction was 10 inches. The rapid motion of the moon in right ascension and declination must necessarily have caused some drift of the image on the plate even with an exposure of 10 seconds only, and this will to some extent diminish the sharpness of the image. Owing, however, to the use of the screen which increases the exposure some five times, and to the relatively small angular aperture about *f*—80, a shorter exposure is not possible. However, very good definition has been obtained, and as soon as the shutter arrives the camera will be put to regular use in the photography of the solar surface.

5146 Fig. 2.—The Moon—June 1st, 15 h, G.M.T. Age 9 days. p. 48

THE CONCAVE GRATING SPECTROSCOPE.

This instrument, which was briefly described in the last report, has been set up and adjusted during the present year, and some photographs of the solar spectrum obtained. The grating is of 4 inches aperture, ruling about 3½ inches long, 2 inches wide, containing 15,000 lines to the inch, and the whole grating about 50,000 lines, hence, giving a resolving power of 50,000 in the 1st order spectrum, 100,000 in the 2nd and so on. The radius of curvature of the surface is 10 ft. The mounting, of the Rowland type, consists of two rails at right angles, with the slit at their intersection. Two carriages, one carrying the grating, and the other the eyepiece or camera connected by a tubular arm, the same length as the radius of curvature 10 ft. roll, one on each of the rails. The advantage of this type of mounting is that, when once adjusted, different parts of the same spectrum or spectra of different orders are all in exact focus, and are brought into the field by simply rolling the carriages along the rails. The mounting was made in a very satisfactory manner by Brashear, and, although the adjustment of this type of spectroscope is rather a troublesome matter, the workmanship is such as to facilitate the various adjustments as far as possible. The adjustments necessary in this case are as follows:—1. The rails, which are steel T-beams with the stem of the T upwards and planed true and smooth, must be exactly at right angles to each other. 2. The connecting tube must be pivoted to each carriage vertically over the rail, and its length between pivots must be exactly the same as the radius of curvature of the grating. 3. The grating and camera must have the centres of their effective surfaces directly above the pivots connecting tube and carriages. 4. The axis of the grating must pass through the centre of field of the camera or eyepiece, and, as a consequence of (2), the centre of curvature must coincide with the centre of the focal plane of camera and eyepiece. 5. The slit must be placed exactly above the intersection of the rails. 6. The ruling of the grating and the slit jaws must be parallel to each other.

As each one of these adjustments is interrelated with the others, and as the final test is the definition of the spectrum, the whole adjustment is a question of continuous and successive changes and tests. In the first place all the adjustments were made mechanically as closely as possible, the rails, for instance, being placed very nearly at right angles by measurement of the sides and calculation of the corresponding hypothenuse of a right angled triangle. The definition was then tested and slight changes made in the adjustments until, with the movement of the carriages along the rails, the spectra remained in accurate focus.

The grating is mounted in the room directly below the equatorial room at the midway floor, and is so placed that the rail on which the grating carriage rolls, points towards the south window of the room. Outside this window a small platform is placed to receive the heliostat, when sunlight is required, and the light from its mirror is reflected through an opening in the shutter to a quartz condensing lens, which forms an image of the sun on the slit. Thence the light passes to the grating, and is diffracted back to the camera. All the windows of the room are closed by light-tight shutters to prevent extraneous light from reaching and fogging the plate. A small dark chamber parallel to the rail carrying the camera contains an arc lamp for forming arc spectra of the metals. The light issues from this chamber at right angles to the direction of the sunlight and can be reflected into the slit by a plane mirror at 45°. Hence, when any wave length determinations are required as will sometimes be the case in stellar spectroscopic work either the light from the sun or that from incandescent terrestrial substances can be thrown on the slit.

COELOSTAT TELESCOPE.

As mentioned in the last report, it was proposed to use the coelostat obtained for the Eclipse Expedition as the nucleus of a horizontal reflecting telescope for solar research work, and considerable time has been spent in designing the most suitable

arrangement for this telescope. It is proposed to use the room in the basement under the time room as the solar research laboratory, and an image of the sun is to be formed within this room or in a small annex to the north by a concave mirror of about 80 ft. focus and 18 inches aperture. The coelostat is to be placed in a house about 70 ft. north of this laboratory, which is arranged to roll back on rails to uncover the mirror to the sun, and the light from the coelostat mirror is to be reflected south to a secondary adjustable plane mirror, whose position can be changed to allow for the varying declinations of the sun, and thence north to the concave mirror. The dimensions and general design of the necessary shelters for the coelostat and the secondary and concave mirrors and for the ventilated tube to conduct the light from the concave mirror to the laboratory have been worked out, after consultation with those who have had experience with similar instruments, and the Department of Public Works are now engaged in making the necessary detail drawings. It is expected that these shelters will be constructed this season, and as the two mirrors have been ordered and will be here in good time, it is hoped that the installation will soon be ready for work. Full detail drawings of the necessary adjusting mechanism for the coelostat and the secondary and concave mirrors have also been completed, and this work can be started at any time so as to be ready as soon as the buildings. It is proposed to begin with the photographic study of the spectra of sun spots, and with the spectrographic determination of the period of solar rotation in co-operation with others engaged in the same work, but the programme will be expanded as we develop to embrace other lines of research on the sun which may be helpful in elucidating some of the intricate problems, connecting the constitution of the sun and the periodic changes occurring on its surface, with climatic and meteorological conditions on the earth.

STELLAR SPECTROSCOPE.

The spectroscope which is of the universal type, arranged to be used visually or photographically with the following dispersing media:—1. A light flint prism. 2. A dense flint prism. 3. A train of three dense flint prisms. 4. A plane grating, was made by Brashear and was fully described and illustrated in last year's report. The principal optical data are repeated here for convenience. Collimator of 15 inches focus and 1¼ inches clear aperture, but as, when used with the equatorial, the effective aperture is only about an inch, it was diaphragmed to that size. Camera 1¼ inches aperture and 15 inches focus. Resolving power with the train of three prisms about 40,000, and linear dispersion at $H\gamma$ about 19 tenth-metres to the millimetre. A photograph of the instrument as modified for radial velocity work is reproduced in fig. 3.

Except for its use with the single dense flint prism in tests of the colour sensitiveness of photographic plates for photography of the Corona, described in last year's report, the instrument has been used almost entirely with the train of three prisms, mostly for measurements of the velocities of some of the brighter stars in the line of sight. The train of three prisms has also been used to photograph the green, yellow, and red parts of the spectrum of some third type stars, using for this purpose plates bathed in Pinachrom. These were found very suitable, giving a spectrum practically uniform in intensity between λ 4000 and λ 6000, and also being very sensitive to the longer wave lengths. The red end of α Orionis and α Taurus was photographed in much less time on Pinachrom bathed plates than the blue end of the same stars could be photographed on the fastest ordinary plates.

The universal type of spectroscope, although useful for a great variety of work, is not suited for determinations of radial velocity, as its universal character prevents the thoroughly rigid construction so necessary to prevent the displacements of the lines likely to occur during a long exposure. What is required for thoroughly accurate work of this nature is a spectrograph built from beginning to end with that one object in view, the greatest possible rigidity of construction and consequent invariability of the relative positions of the parts during the change of position involved during a

long exposure. This of course, is not the only point that requires attention in designing a spectrograph, but it is a very important one, though displacements due to temperature changes also require careful consideration. Although some statements in regard to the difficulty of obtaining good results with the universal type of instrument had been published, I had not fully realized the difficulties involved. The adapter and correcting lens were not received until the spring of last year, and press of work in preparation for the Eclipse Expedition, and other urgent duties with very unfavourable weather after my return, prevented any extended trial until November, 1905. A few negatives then served to show that, with the instrument in its original form, first-class results could hardly be expected, and, until a new spectrograph built solely for radial velocity work could be obtained, I determined to make the instrument as serviceable as possible. A series of very thorough tests of its performance under varying conditions was made to determine the weak parts, and these were improved or removed as soon as discovered. A short description of these tests and of the modifications and changes necessary in the instrument will now be given as it may be useful to others engaged in the same work and is necessary to make what follows complete.

Focus of Collimator.

The first adjustment required, the focussing of collimator and camera, is a very important one, especially that of the camera as will be seen later. Three methods of determining the collimator focus were employed, Schuster's, Lippmann's and Newall's, with fairly accordant results. Schuster's method consists in fixing the observing telescope at a greater deviation than the minimum, and so changing the focus of camera and collimator, that any line will be in sharp focus in the two positions of the prism which bring the line into the field. Both the dense single prism and prism train were used in this method, giving the same value, about 15·6, on the index and scale of the collimator. This method seems to be sensitive as successive values of the reading differ from one another by about $0{\cdot}2^{mm.}$

Lippmann's method of focussing which depends upon the lateral displacement of a pencil of light by a plane parallel plate placed obliquely was also tried. A Lippmann focussing device, which consists of two plates each about $\frac{1}{4}$-inch thick, $\frac{1}{2}$-inch wide, and about 3 inches long placed on edge over one another, crossing centrally at right angles, was inserted in the beam from the collimator, displacing one half the beam in one direction, and the other half in the other. When the beam is parallel, these displaced pencils will all be united at the camera or telescope focus, but if not parallel, they will form two foci and the lines will be double. I could not, however, get such accurate results by this method as Schuster's as the position where the lines were single could not be determined closer than about a millimetre.

Newall's method, described in *Monthly Notices* 57, p. 572, was also tried, but this, in my opinion, is more applicable to the determination of the exact camera focus. The principle of the method depends upon the exact combination at the focal plane, of all the pencils of light passing through the objective. At points within and without the focus, however, a pencil from one side of the objective will form an image of a spectral line on the same or opposite sides, respectively, of the image of a spectral line given by a pencil from the other side of the objective. If two spectra can be made side by side, one spectrum being produced by light passing through one side of the objective, and the other spectrum from the other side of the objective, then, if the plate be at the exact focus, the lines of these two spectra will coincide in position or form continuous lines, while, if the plate be within or without the focus, the lines will be displaced relatively to each other, and the magnitude of this displacement gives a measure of the distance of the plate from the true focus. As applied to the determination of collimator focus, however, this method does not give definite enough results as a deviation from the true collimator focus of a millimetre on either side could be so compensated by exactly focussing the camera as not to be evident by any displacement of the lines.

Wadsworth says in the *Astrophysical Journal,* vol. XVII. p. 17, that accuracy in focussing the collimator is unimportant compared to camera focus. This is exactly what my experiments have shown, and was the conclusion I had reached before I noticed that portion of his article. Eight series of spectra, made in the manner described above, were taken of the iron spark, one series for each half-millimetre setting of the collimator lens between 14·0 and 17·5 inclusive, the setting by Schuster's method being 15·6. In each series six photographs were taken, using camera settings $\frac{1}{10}$ millimetre apart, the best camera focus being about the middle of the range. In each series of six, the spectrum was selected whose lines were continuous, or showed the least displacement, and which was therefore the one nearest the true focus. We had then eight negatives of the spectrum in each of which the camera focus was nearly exact, but the collimator focus varied from 14·0 to 17·5 by half millimetres. On comparing these negatives it was seen that there was practically no difference as regards the displacement of the lines in the centre of the spectrum, but the length of spectrum in which there was no displacement varied in the different series. That is to say, there was a longer range in sharp focus at collimator settings of 15·0 and 15·5, with a slight advantage to 15·0, than at 14·0, 17·5 or the intermediate settings. This was taken as showing, not that between 15·0 and 15·5 was the focus of the collimator, but that at that focus the curvature of field of the camera lens was reduced to a minimum. However, so far as the centre of the spectrum was concerned, there was practically no difference in any of them. I believe that 15·6, the collimator focus as determined by Schuster's method, is nearly exact, but that by moving the slit about half a millimetre away from the lens a greater length of spectrum can be brought into sharp focus. Hence the final setting of the collimator lens was fixed at 15·2, and as the changes in focus due to temperature are very slight it remains at that setting.

Focus of Camera.

As previously stated the accurate focussing of the camera is much more important than that of the collimator, and here one cannot depend upon the test of definition as the focus may be changed through a millimetre, an amount fatal to accuracy in line of sight work, without appreciably affecting the sharpness of the lines. The method of focussing the camera lens evolved from Newall's method, for focussing the collimator and a modification of which is described by Hartmann, *Astrophysical Journal,* vol. XII., p. 45, is now always employed, and the focus is tested almost every night the spectroscope is used. The method, as above stated, depends upon the displacement of the spectral lines on a plate not in focus, when the pencil which forms them has its centre of intensity separated by a sensible distance from the centre of the objective. Practically, the procedure is as follows. By a pair of diaphragms or windows situated close in front of the slit, which will be presently described, two spectra can be made on the same plate side by side, or rather one spectrum about $\frac{1}{3}^{mm.}$ wide along the centre of the plate has placed on each side spectra, each about a millimetre wide. These spectra touch each other so that when there is no displacement of the lines they appear continuous, but the slightest displacement is at once apparent. An opening was arranged below the collimator lens in which a brass plate slides. This plate has a rectangular opening about 12 mms. wide and 30 mms. long, and the position of this opening is regulated by stops so that in one position it allows a pencil of light of half the aperture to pass through the prisms near the refracting edge, and in the other position near the base. The centre spectrum is made through the refracting edges, and the outside spectra through the bases of the prisms. Hence the centres of intensity of the two pencils through the camera objective are separated by about 12 mms., and if the camera is not in exact focus the lines of the spectrum will not be continuous. The method is so sensitive that, if the plate is 0·05 mm. distant from the true focal plane, a displacement of the lines is noticed. The camera was originally furnished with a plain index and scale reading to millimetres only, but it was found necessary to rule and apply a vernier to read to tenths and to estimate to twenticths

of a millimetre. The importance of accurate focus in line of sight work cannot be too highly emphasized, for, as the method outlined above shows, any inaccuracy of focus will result in a relative displacement of the star and comparison lines whenever, as often happens, the centres of intensity of the illumination pattern of star and comparison light do not exactly coincide.

Adjustment of Prisms.

The prisms of the prism train are attached to a minimum deviation device which is connected with and actuated by the camera, and the range is such that any part of the spectrum may be brought to the centre of the field. This is very convenient for general work, but for line of sight determinations, where one part of the spectrum only is used, and where constancy of position of the prisms is essential, it is not at all desirable. Screws passing through the top of the box and pressing on the top of the prism cells are provided to fix the prisms in position, but sufficient pressure for that purpose will also induce unequal strain in the glass and spoil the definition. As the collimator and camera lenses were corrected for H γ, the camera and train were so placed that this was the central ray, and screws were inserted, passing through the base of the box and the arms of the minimum deviation device into the base of the prism cells so that they could be clamped to the base as firmly as desired, without fear of inducing any strain in the glass. After this had been done the prisms were carefully readjusted for minimum deviation by loosening the strips along the bases, and shifting them to the minimum position, the spectrum for the first and second prisms being observed through holes cut in the outer semicircular side of the prism box. The strips were then again fixed to keep the prisms in this position, and the top plate with its circular piece of cork which holds the prisms down to the base of the cell was so adjusted as to put only sufficient pressure on the prisms to hold them firmly in position without causing sufficient strain to affect the definition.

The Slit and Slit Diaphragms.

The diaphragms provided in front of the slit for making star and comparison spectra of the right width and in the right position were a modification of Hartmann's device described in the *Astrophysical Journal,* vol. XII., p. 46, and were attached to the slit head. To change from the opening through which the star was exposed to the opening for the spark, the brass plate containing these openings was moved between adjustable stops. As displacements of the lines were sometimes noticed in two spark spectra taken side by side through these windows, it was feared that the sliding of this brass plate might induce strains in the slit. This arrangement was dismounted and I made the one shown at A, fig. 3, to replace it. There are two separate diaphragms, one for the star light, B, fig. 3, having an opening about 0·3 mm. wide in the centre, all the rest of the plate over the slit being cut away except two narrow bars about 0·2 mm. wide to limit the star light. This was done for convenience in setting on the slit and guiding. The diaphragm for the spark light, which cannot be seen in the figure as it is turned down on the slit ready for use, has two openings each about 1 mm. wide, separated by an opaque bar, about 0·35 mm. wide, which is central and occupies the same position on the slit as the opening for the star light. These are mounted on adjustable pins so that either can be readily turned down in position, while the whole arrangement is mounted on an arm clamped to one of the supporting tubes, as shown in the figure. It can be placed at any desired distance in front of the slit, or at once moved away to leave the slit entirely free if desired. It does not touch the slit or slit head at all, and hence all chance of displacement of the lines from this cause is avoided. It is also much more convenient in use than the old arrangement. The window for the starlight is only turned down at first to get the star image central, and occasionally throughout the exposure to ensure that the required width of spectrum is being uniformly exposed. When the diaphragm is continuously in front

of the slit, as was the case in the old pattern, not only is the guiding more difficult owing to the short length of slit illuminated by the diffuse visual portion of the star image, but also part of the light in the converging cone of rays will be cut off by the edges of the opening, where the image approaches the ends of its range, as they are upwards of a millimetre above the edges of the slit jaws.

In the tests for flexure to be presently described, I noticed that, even when there was no movement of the telescope and spectroscope between exposures of the adjacent spark spectra, one made through the star, and the other through the spark windows, there was sometimes a displacement of the lines of one spectrum with reference to the other. After the diaphragms had been changed as above described, this could only be due either to the slit or the comparison apparatus. An examination of the slit jaws showed that they were not sharp, but consisted of two flat vertical surfaces about 0·7 mm. wide. One could not say what part of the jaws acted as the source of light, and the focus would be uncertain and besides trouble might arise from reflections between these flat and nearly parallel surfaces. The slit was taken apart, the jaws bevelled off to a sharp edge and ground perfectly straight. Great care was taken to ensure that the edges of these two jaws lay in one plane perpendicular to the axis. Even when this had been finished a photographic test by adjacent spectra showed occasional displacement of the spectral lines, and there only remained the comparison apparatus to be examined as the cause of the trouble. I may say that this work was done previous to the evolution of the focussing method above described, so that the camera focus may have been inexact to the extent of three or four-tenths of a millimetre. This amount of displacement of the sensitive surface from the focal surface is quite sufficient to cause a marked displacement of the spectral lines provided there is any faulty centering of the star or spark light.

The Comparison Apparatus.

An induction coil by Queen capable of giving a 15-inch spark is used in conjunction with six half-gallon jars in parallel to supply the energy for the iron spark which has been used entirely for the comparison light. The spark gap was originally mounted to one side of the collimator tube, and the spark light was reflected into the slit to one side of the light from the star or source to be examined by a small diagonal prism. This was changed to a direct mounting of the terminals and condensing lens in the optical axis of the collimator about 80 mms. above the slit, C, fig. 3. When the star spectrum is being photographed the whole apparatus is swung back out of the way, it being attached to one of the supporting tubes of the spectroscope by a clamp which allows it to be rotated at will. As it was not possible to be sure of its swinging back to the same position, a stop, D, fig. 3, was clamped to the other supporting tube against which the comparison apparatus could be rotated, and always return to the same position.

The angular aperture of the condensing lens is much greater than that of the collimator, and this should, theoretically speaking, ensure the uniform illumination of the collimator objective by the spark light, even if not in exact adjustment. However, as the displacement of the lines of adjacent spectra photographed one immediately after the other on the same plate, under, as far as could be judged, similar conditions of intensity and position of the spark, was still sometimes present, it was evident that something must be done to get rid of this if accurate results were to be obtained.

The iron wire, pieces of wire nails being generally used, was held in two forceps-like clamps, but their construction did not ensure their being held concentrically nor even firmly. These were discarded and replaced by small brass rods having a hole bored centrally in one end into which the wire was slipped and fastened by small screws. These rods were also, after they had been adjusted, firmly clamped by screws in their holders so that they could not be accidentally shifted. The central and invariable position of the terminals was thus assured, and they were purposely made small in diameter so that the spark could not shift its position very much by jumping from one side to the other. In order to render the illumination more uniform, a small

piece of finely ground glass was placed about midway between the spark gap and condensing lens. It was tried in various positions, but the one just mentioned seemed to best fulfil the requirements. A second piece of ground glass was also mounted on the attachment carrying the diaphragms which could be turned down in front of the slit if desired. It does not seem to have any effect beyond increasing the exposure and is not now used for that purpose. However, when rendered opaque by a piece of black paper, it can serve as a shield to prevent light getting through the slit.

Tests of the uniformity of illumination are always made visually before starting a night's work and sometimes photographically by placing a small plate over the aperture of the collimator lens. The stop, D, fig. 3, is adjusted visually as follows. If the eye be placed in the direction of one of the bright iron or air lines, one can see the whole camera lens in the light from that line and can readily judge of the uniformity of illumination. By moving the spark apparatus back and forth past the centre, the position of uniformity, which extends over two or three millimetres of movement, can be readily judged and the spark apparatus is placed at the centre of this range. Then the stop is brought up to just touch the arm, and after this is done the comparison arrangement can always be returned to the same position. The relative positions of spark, condensing lens, and slit are so adjusted that the image of the spark is formed about a centimetre above the slit. Thus only a diverging pencil strikes the slit and the adjustment required is not so accurate as if the image were focussed on the slit.

After these changes had been made no further displacements of the spectral lines were observed even with considerable mal-adjustment of camera focus. If the camera focus has been adjusted carefully in the way above specified, any slight lack of uniformity in the distribution of the spark light should be without effect on the position of the lines.

Flexure of the Spectroscope.

The greatest difficulty encountered in putting the spectroscope into condition to do accurate work was that of flexure. Owing to the design of the instrument, which aimed to make it of a universal type, the prism box has no adequate support. It is fastened by a single screw to the rotating table, which carries the grating or the single prisms when used with low dispersion, which from its nature can not be rigid, and is further secured by two rods reaching down from the box and clamping to the edge of the divided circle which is a thin ribbed plate of brass not sufficiently stiff to furnish much support to the prism box. The outer end of the prism box which carries the camera is entirely unsupported and could be moved by a pressure of the hand three or four millimetres to one side or the other. I had always suspected that flexure might cause trouble, but had no idea, until I made a test, of the extent of the displacement of the spectral lines that would be caused by a movement of the telescope with spectroscope attached through two hours in right ascension, which would be the duration of an exposure on a faint star. The test was made in a similar manner to those above described, by making a spectrum of the iron spark through the star diaphragm, and, after moving the telescope, a second adjacent spectrum through the comparison diaphragm. Any shift of the lines due to flexure will at once be shown, and the shifts at first were very marked. A movement of the telescope through two hours showed in some declinations a displacement of the lines equivalent to a velocity of 20 kms. per second. A rotation of the spectroscope of 90° around the optical axis, when the telescope was at hour angle 0h. declination 0°, showed a shift equivalent to about 50 kms. per second. These figures at once show the impossibility of obtaining accurate results with the spectroscope in its original form, and I set myself the task of rendering it capable of reasonably good work until a modern, thoroughly rigid spectrograph could be obtained. The framework of the instrument consists of a hollow built up structure of rectangular section, seen in fig. 3, which is fastened by four hinged clamps to the two supporting tubes of the adapter. The collar into which these tubes clamp can turn on an inner collar, which in turn screws into the eye end of the telescope. The two tubes are of 1¾-inch diameter of steel thick

enough not to bend appreciably under the weight of the spectroscope. It was thought preferable to attach any stiffening trusses direct to these tubes rather than to the spectroscope frame which is not stiff enough for that purpose. The first truss that I made, shown at E, fig. 3, was built of thick sheet brass screwed to a brass rod which entered into clamps directly below the spectroscope frame, on each tube, one of the clamps being shown at F. This triangular shaped brass plate, which had a second plate screwed at right angles underneath, extended diagonally across the back or base of the prism box almost under the third prism. It was firmly screwed to the base of the box and served to prevent flexure at the outside edge of the prism box and the lower end of the camera. The upper end of the camera was already provided with a brace, but this was further stiffened by a diagonal connecting rod. The prism cells, as before mentioned, had already been firmly clamped to the base of the box so that no displacement could arise there.

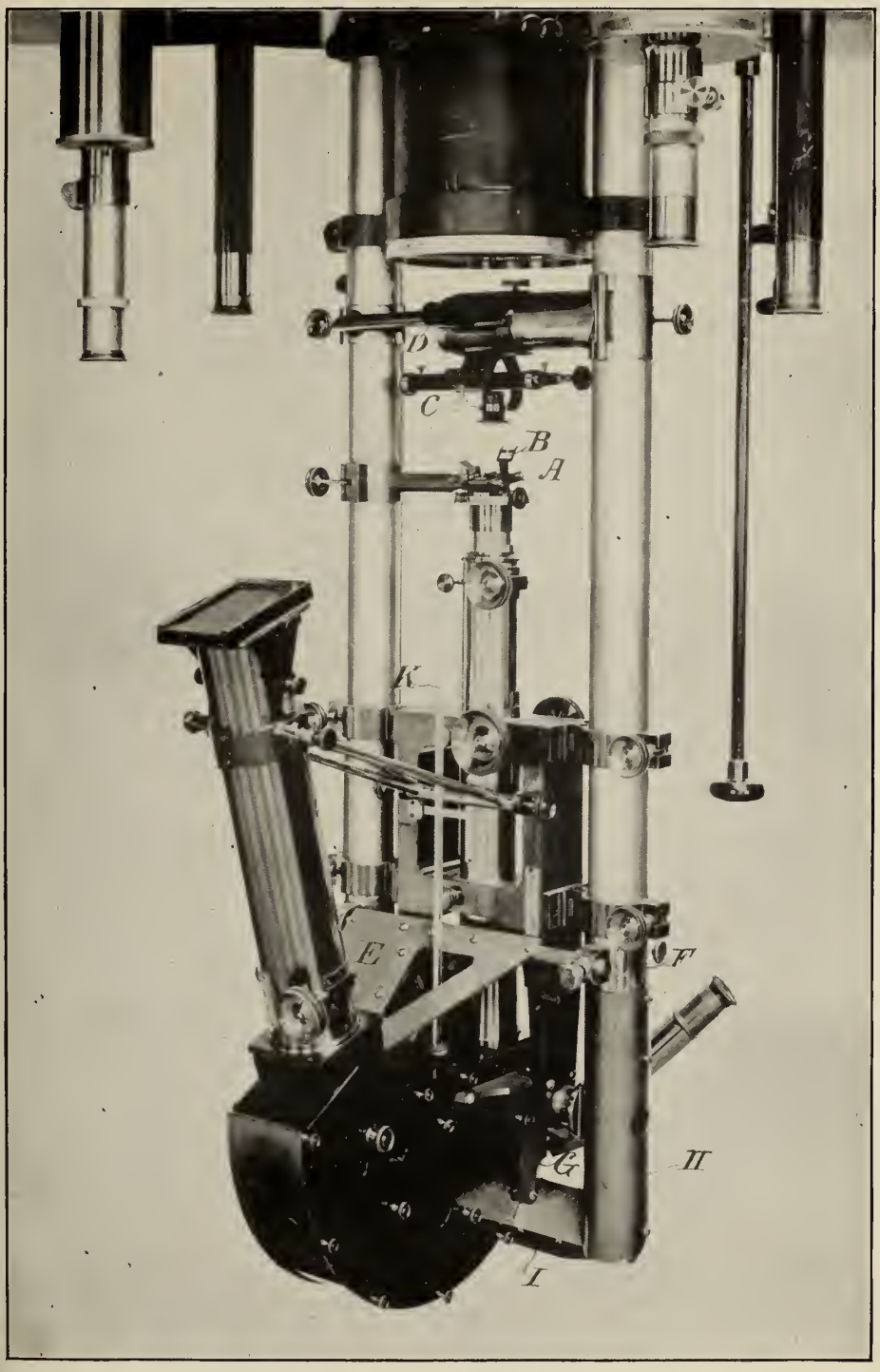
So far as stiffness of the outer end of the prism box is concerned, the spectroscope was immeasurably improved by this truss. A test of the displacement showed that the flexure had been much reduced, as a movement of two hours caused a displacement equivalent to about 5 kms. per second.

This was still too great, and a careful examination showed that it was probably due to a movement of the collimator end of the prism box, which was only supported by one projecting arm of the framework, as the truss already applied was sufficiently rigid to prevent any appreciable flexure of the camera end. A built up brass T piece, G, fig. 3, of suitable thickness, was inserted between the other projecting arm, to which it was firmly screwed, and the top of the prism box. The arms of the T were made sufficiently long to extend to the outer walls of the box to which they were also screwed, the upper plate not being thick enough to form much support. The introduction of this piece further stiffened the instrument and resulted in a reduction of the displacement to an amount equivalent to between two or three kms. per second.

As this displacement was still rather great, I determined to make an effort to further reduce it, and I removed the swinging arm, which carried the telescope or camera when used with the single prisms or grating, the verniers on the circle and other small attachments. Two pieces of 2-inch brass tubing were bored out to fit the projecting ends of the 1⅞-inch supporting tubes, and these, one of which is shown at H, fig. 3., were firmly joined at their lower ends by a rigid U-shaped truss, I, fig. 3, built up of brass plate to which the outer edge of the prism box was screwed. The projecting arms of the framework were also firmly attached to the tubes, H, while the prism table and divided circle were rigidly connected together by a screw and block. The whole instrument with these additions seemed now very rigid, and a test showed that the displacement of the lines due to flexure was now reduced, at the most, to an amount equivalent to from 1 to 2 kms. per second while in some declinations of the telescope the flexure was hardly appreciable. This amount of flexure would not affect the final result by half the velocity mentioned owing to the displacement being compensated to a considerable extent by a similar displacement of the comparison lines which are exposed for half the time before, and half after the exposure on the star. As I could contrive no further means of stiffening the instrument without rebuilding, it seemed preferable to keep it intact for work on other parts of the spectrum and to design and construct in our workshop a thoroughly rigid modern type of spectrograph for the express purpose of accurately determining the radial velocities of the brighter stars.

The Temperature Case.

It was realized from the first, that it would be necessary to provide some means of keeping the instrument at constant temperature during an exposure, for not only does the deviation and dispersion of the prisms change with change of temperature, but the expansion of the metal parts would also be liable to cause differential displacements of the star and comparison lines. Either cause would be liable to introduce errors in the velocity determination which, owing to the small displacements measured



5146 FIG. 3.—The Spectroscope as arranged for Radial Velocity Work. p. 56

5146 FIG. 4.—The Spectroscope and Temperature Case ready for Work. p. 56

1 mm. on the plate being equivalent to about 1,300 kms. per second, might easily be comparatively large.

A light wooden case was constructed by the carpenter at the observatory, under my direction, to inclose the whole spectrograph with the exception of the upper part of the collimator tube containing the slit. This case was made in two pieces to permit of ready removal, and was fastened to the supporting tubes only, not touching the spectroscope proper at any point. Doors and slides admitted to the plate holder, the focussing screw of the camera, and for the insertion of the focussing diaphragm, as the focussing can only be accurately performed when the temperature of the instrument has been maintained constant for some time, so that the temperature of the interior of the prisms is in a steady state. A glass window in the side of the case permits the reading of the thermometers, of which one has its bulb within the prism box and is seen at K, fig. 3, while the other is inside the case.

The box is heated by the passage of an electric current through coils of No. 28 German silver wire, which are wound on light wooden frames, the wire entering saw cuts in the edges, so as not to become displaced. Two larger coils are placed on the sides of the case directly opposite the prism box, while two smaller coils are placed on the end one on each side of the camera. The resistance of the coils in series is about 100 ohms and current from the lighting service at 105 volts quite rapidly overcomes a lowering of the external temperature. It would be preferable to be able, by means of a variable external resistance, to so regulate the current through these coils, that the temperature be only slowly raised the required amount, since the oscillations of temperature in the outer case would then not be so great. The pressure of other work and the provisional nature of the installation has, however, prevented me from so arranging it. The current is applied automatically, when the temperature drops, by an electric contact minimum thermometer completing the circuit, by means of a small polar relay seen under the induction coil in fig. 4, between the lighting current and the heating coils. The receptacles with attaching plugs and flexible coils lead, fig. 4, A from the heating coils to the points of the relay, B from the thermometer contacts to the coils of the relay, and C to the lighting circuit respectively, while a fourth D as shown furnishes a convenient light for reading the thermometers, &c. The minimum thermometer used is not sensitive enough and is moreover too sluggish in action, owing to the expanding liquid being a poor conductor of heat, the thermometer in the case showing an extreme range of temperature of about 3° C., which is by far too great for the best results. Although the fluctuations are so smoothed down in getting through the blanket wrappings of the instrument as not to show on the inner thermometer, they must nevertheless have some effect on the expansion of the metal parts and, if no other harm is done, will render the spectrum lines more diffuse than would be the case under constant temperature conditions.

For the new spectrograph it is proposed to use much more sensitive and rapidly responding mercury thermometers, so that the range will not exceed 0·2° C., and moreover, to provide some means of mechanically stirring the air to prevent temperature stratification. In the present temperature case, there may be as great a difference as 3 or 4° C. between the upper and lower parts of the box, and this could be to a great extent prevented by a small electric fan for stirring the air inside the case.

The Correcting Lens.

After the thorough tests and the modifications and additions just described, I expected to get results free from systematic error, but star spectra made with the instrument still gave velocities up to and sometimes greater than 2 kms. per second different from the mean of the values obtained by other observers of the same star. As these values were sometimes greater and sometimes less, it was evident that the cause of the trouble was in the instrument itself. It could not be due to accidental errors of measurement as the mean error of the radial velocity of a star, as obtained from the values given by the individual lines, was only from 0·4 to 0·5 kms. per second. It

did not seem likely that a systematic error of such magnitude could arise from any of the causes previously discussed and overcome, and so I was led to examine the distribution of the star light over the collimator objective from the following considerations. Supposing the star light were so distributed that its centre of intensity did not coincide with the optical axis, then, provided the camera were not exactly focussed, the positions of the star lines would be displaced to one side or other of their position with uniform illumination, and therefore also to one side or other with respect to the comparison lines, which are presumably formed under uniform illumination and consequent coincidence of the centre of intensity with the optical centre. The amount and sign of this displacement would depend upon the distance between, and the relative positions of the centres of intensity of star and comparison light, and also on the distance between, and relative position of, the sensitive and focal surfaces in the camera. Even though the camera were exactly focussed for one plate, it does not necessarily follow that it will be exact for another plate, as, when the plates are supported at the ends of the holders, the irregular curvature of the glass may be such as to introduce a difference in the position of the sensitive surface easily as great as the tenth of a millimetre. An incorrect adjustment of the camera focus of one-tenth of a millimetre causes, as previously stated, a sensible displacement of the lines, equivalent to 2 kms. per second, when the centres of intensity of the two sources are separated by 10 or 12 mms.

It is hence evident that the errors observed could easily be caused by an unsymmetrical distribution of the star light over the collimator objective, and in order to avoid this error the camera must be focussed as exactly as possible, and the distribution of star and comparison light made as uniform as possible. As the comparison light had already been attended to, there remained only to examine the distribution of the star light.

This was done both visually and photographically in exactly the same way as was adopted for the spark light, though the chief dependence was placed on visual observations with a bright star. A very few minutes sufficed to show that the star light was distributed very irregularly and unsymmetrically over the collimator and camera lenses. It was readily seen that a slight difference in the guiding might easily cause a displacement of the centre of intensity several millimetres to one side or other of the optical centre, and a consequent displacement of the spectral lines, except when the sensitive surface exactly coincided with the focal surface. Even then owing to curvature of field of the camera lens, only a short part of the spectrum could be in exact focus, and at the ends of the measured portion the lines might be displaced, thus causing an error in the velocity.

The slit was placed in all positions, both at and near the apparent star focus, and to considerable distances within and without, but in no position could the illumination be made even approximately uniform. Although the pattern on the camera objective observed visually always appeared irregular and rapidly changing, probably due to unsteadiness of the air, it had, when the slit was within the focus, the general form of a diametrical bar, which became narrower as the distance of the slit from the focal point increased. When the slit was without the focus the diametrical bar parallel to the slit still appeared with the addition of a peripheral ring.

The position of the correcting lens was then altered from its computed position in each direction without any improvement in illumination and the lens itself was inverted in its cell with the result of making matters worse. Acting on a suggestion of Dr. Ralph Curtiss of the Allegheny Observatory, to whom I am much indebted for this and other help, I made a double slide carrier for the correcting lens, adjustable from the eye-end, which allowed the lens to be collimated exactly by means of a bright star. This also was without useful effect, so the cause of the trouble had to be looked for in another direction.

It was noticed that, when the slit was made very narrow, the illumination became more uniform, which was likely due to the diffractional spreading of the light. Furthermore, when the slit was made about 0·2 mm. wide, the illumination became uni-

form, and the inference must be that, with a narrower slit, part of the image was cut off by the jaws, but that the whole image got through with a 0·2 mm. slit, equivalent to 7 seconds of arc in the focus of the refractor. The diameter of the central diffraction disc, or rather of the first dark ring as given by the formula $d = 1{\cdot}22\,\frac{\lambda}{r}$ is, for a 15-inch objective, about 0·6 seconds for the photographic light. As unsteadiness of the air will much confuse and apparently enlarge this image, it is probable that the effective diameter will be in the neighbourhood of 2 inches. Newall's considerations in regard to tremor and scatter discs indicate a central condensed part of the image he calls the 'core,' about 2 seconds diameter surrounded by a diffuse scatter disc 5 seconds to 10 seconds diameter. The appearance here seemed to indicate a core about 7 seconds diameter, which is much too large, and evidently something was radically wrong with either objective or correcting lens, or both. This was also indicated by the very long exposure required to obtain measurable spectra. For instance α Boötis with slit width 0·02 mm. required 15 min., α Arietis slit width 0·025 about 75 min. Such exposures are upwards of twice as long as those given by Lord of the Emerson McMillin observatory with a spectroscope of practically the same dispersion on a 12½-inch telescope.

In order to determine where the trouble lay, the correcting lens was removed and the slit brought into the focus for different parts of the spectrum. On examining the illumination pattern the regularity and uniformity of illumination was much improved at all slit widths, and at 0·05 mm. it was practically uniform. This is equivalent to an effective diameter of the star image about 1·8 seconds, and is no larger than is to be expected in average seeing. A test of the exposure time required in the neighbourhood of $H\gamma$, with and without correcting lens, showed that for equal intensity of spectra about double the exposure was required in the former case. As accurate guiding on the visual image with the slit in focus for $H\gamma$ is almost impossible owing to the large size of the visual image, this would increase the above disparity in exposure times. It was evident therefore that the trouble lay in the correcting lens.

In order to obtain more information about the character of the star image the spectrum of a bright star, Vega, was photographed with the slit in different positions in the neighbourhood of the star focus. In order to admit the whole image, the slit was made about half a millimetre wide, and the spectroscope was turned so that the edges of the jaws were parallel to an hour circle to prevent the spectrum being widened by irregularities in driving. If the star image were good the spectrum taken with the slit at the focus should be the narrowest and they should become wider in those taken with the slit at increasing distances from the star focus. On the contrary, however, there was very little difference in the width of the spectra, taken within a range of about 8 mms. on each side of the focus, the width in each case being about 6 seconds or upwards. In another series taken with shorter exposure, the width was practically the same, but in the spectra outside the focus there was a condensed central strip having a diffuse strip on each side. A series of the photographs of the image itself as given by the objective and correcting lens showed a similar effect, the smallest image at the focus, being about 10 seconds diameter, while those on each side increased in diameter and consisted of a central nucleus surrounded by a more or less expanded disc. The appearance both in the case of this image and of the spectra seemed to me exactly like that produced by spherical aberration.

In order to further localise the trouble, a similar series was made with the correcting lens removed and the slit at the foci of different parts of the spectrum. In these spectra the part near the wave length in focus only, was linear and about 3 seconds wide, while it expanded into a broad band on each side of this portion. The intensity in this broad strip was, however, quite uniform without any appearance whatever of a central nucleus as shown in the other series.

The trouble, as stated above was, diagnosed as probably due to spherical aberration, and the correcting lens was taken out of the cell and examined carefully. There were apparently no defects in the surfaces, for, so far as could be seen without

specially testing, they were all spherical. One cause of the trouble might be the wrong placing of the elements in the cell, for if one of the elements were inverted it would probably introduce sufficient spherical aberration to cause the observed effects. The lens consisted of a double equi-convex, presumably of flint glass, and a double concave of crown. The curvature of the outside surface of the concave was the same as that of the convex, while the inside surface, against the convex lens, was of greater curvature. As it seemed probable, when one of the surfaces of the concave was of the same curvature as the convex, that it had been intended to place them together, the paper separators were moved to the other side and the concave inverted so that the contact surfaces faced each other.

This seemed to solve the difficulty, for the illumination pattern on the collimator and camera lenses was now found to be practically uniform for all slit widths, and had the same appearance as that given when the correcting lens was removed. A slit 2 seconds wide seemed to admit practically the whole star image, while the necessary exposure for measurable star spectra was diminished by at least 50 per cent.

So far as regards the removal of systematic error due to the eccentric position of the centre of intensity of the star light, the negatives made since, so far as measured, show no signs of such error, but give accordant results.

Although the various difficulties encountered in making the spectroscope suitable for accurate velocity determinations have prevented as much work being accomplished as could otherwise have been done, they have not been without advantage, for they have certainly been an education on spectrographic peculiarities and causes of error, which could not otherwise have been obtained. The new spectrograph for purely radial velocity work, which I have designed and which is now being constructed in our workshop, is so arranged as to avoid all the difficulties encountered in working with the present instrument, and it is hoped the new instrument will prove to be as efficient as possible for determinations of velocity in the line of sight.

REDUCTION OF SPECTROGRAMS.

General.

Since commencing work with the spectroscope last November, some 350 negatives of stellar spectra have been made. This does not include several hundred negatives of the spectrum of the iron spark made during the testing, adjusting, and remodelling of the spectroscope. Of the early star negatives only a few have been measured and reduced, owing to the systematic errors present in most of the earlier work, and these were reduced more for the sake of determining the condition of the instrument and the progress made in overcoming the difficulties, than for the actual determination of radial velocities. Since the spectroscope has been placed in a condition to do reasonably accurate work, about June 20 of this year, the suitably exposed negatives are being measured and reduced by Mr. Harper as rapidly as possible, but as each takes upwards of a day, the progress made is slow. Some of those he is measuring will be included in this report and the results will follow this description of the method.

Those measured so far are certain of the brighter stars, chiefly of the solar type, which have been chosen, by agreement among astronomers engaged in radial velocity work, as suitable for periodical observation. When their radial velocities have been well established by the combination of the measurements of many observers using different methods, they may be used at any time as a check upon the performance of the spectroscope, when none of the planets, whose velocities with respect to the earth can be readily computed, are available. For this purpose, as my difficulties with the correcting lens show, they may be more suitable than the planets which have a sensible disc and give uniform illumination of the collimator lens, when a star would not do so. Another purpose, that may be served by such measurements, is to furnish data with regard to the wave lengths of certain lines in the star spectrum, which constantly give discrepant values of the velocities.

Some stars known to be spectroscopic binaries, double stars whose components are too close together to be visually resolved, and only recognized as binaries by their variable radial velocity, have also been observed, but no measurements have yet been made of the spectrograms obtained. The determination of the velocity curves of spectroscopic binaries offers a very wide field for radial velocity work, and one which is scarcely at all occupied. Of the 150 spectroscopic binaries discovered up to the present, less than 20 have had the elements of their orbits determined, and it seems to me that work of this nature requiring persistent and continuous observation is very suitable for this observatory.

Theory of the Method.

The theory of the method of determining the velocity of stars in the line of sight by the spectroscope, depends upon Doppler's principle, which can be simply stated as follows. When any source of light is approaching the observer, the apparent period of the oscillation is decreased and when receding increased. A simple illustration of this principle is given by the increase of pitch of the whistle of an approaching locomotive. When the period is decreased, the length of the wave is diminished, and conversely when the period is increased the wave length is also increased. Hence it follows that a recession of the star causes a displacement of the lines in the direction of the longer wave length or towards the red end of the spectrum and increases the apparent wave length, while an approach of the star displaces the lines toward the violet end of the spectrum. Such a displacement of the lines is well shown in the spectrum of Jupiter, fig. 6. The slit was set parallel to the equator and one side, the lower, in the spectrum is approaching and the other receding with a velocity of 12·8 kms. per second. This is well shown by the inclination of the planet lines with respect to the comparison lines.

The precise relation is $V_s = \frac{299860}{\lambda}$, where V_s = velocity of the star in the line of sight in kilometres per second.

299860 = velocity of light in kilometres per second.

λ = wave length of the line considered in units of the ten millionths of a millimetre.

If the spectrum of a star be photographed, and beside it the spectrum of some terrestrial source such as the iron spark, the wave lengths of whose lines are exactly known, the apparent wave lengths of the star lines can be accurately determined by comparison with the terrestrial spectrum. If, moreover, the elements producing the lines in the star can be identified, then the wave lengths of these lines in the star at rest are known. The difference between the latter values and the apparent wave lengths, as determined from the comparison spectrum, gives us the displacement or change in wave length of each line due to the radial motion of the star. These differences multiplied by $\frac{299860}{\lambda}$ give us the velocity in kilometres per second, due to the lines, while the mean gives us the velocity of the star with reference to the observer.

The Spectrograms.

The negatives, which are made on plates, 5 by 7·5 centimetres in size, have the comparison spectrum, the iron spark, photographed on each side of the star spectrum, the method of accomplishing this by slit diaphragms having been previously described. The time of exposure on the comparison spectrum is divided into two, one half being given just before, and the other half just after the exposure on the star spectrum. The star spectrum is made about 0·25 mm. wide, while the comparison spectra are each about 1 mm. wide, and separated by a strip of unexposed film about 0·1 mm. wide from the star spectrum. The whole spectrum is about 5·5 cms. long, but, owing chiefly to curvature of field of the camera lens, only about 2 cms. in the middle of its length is

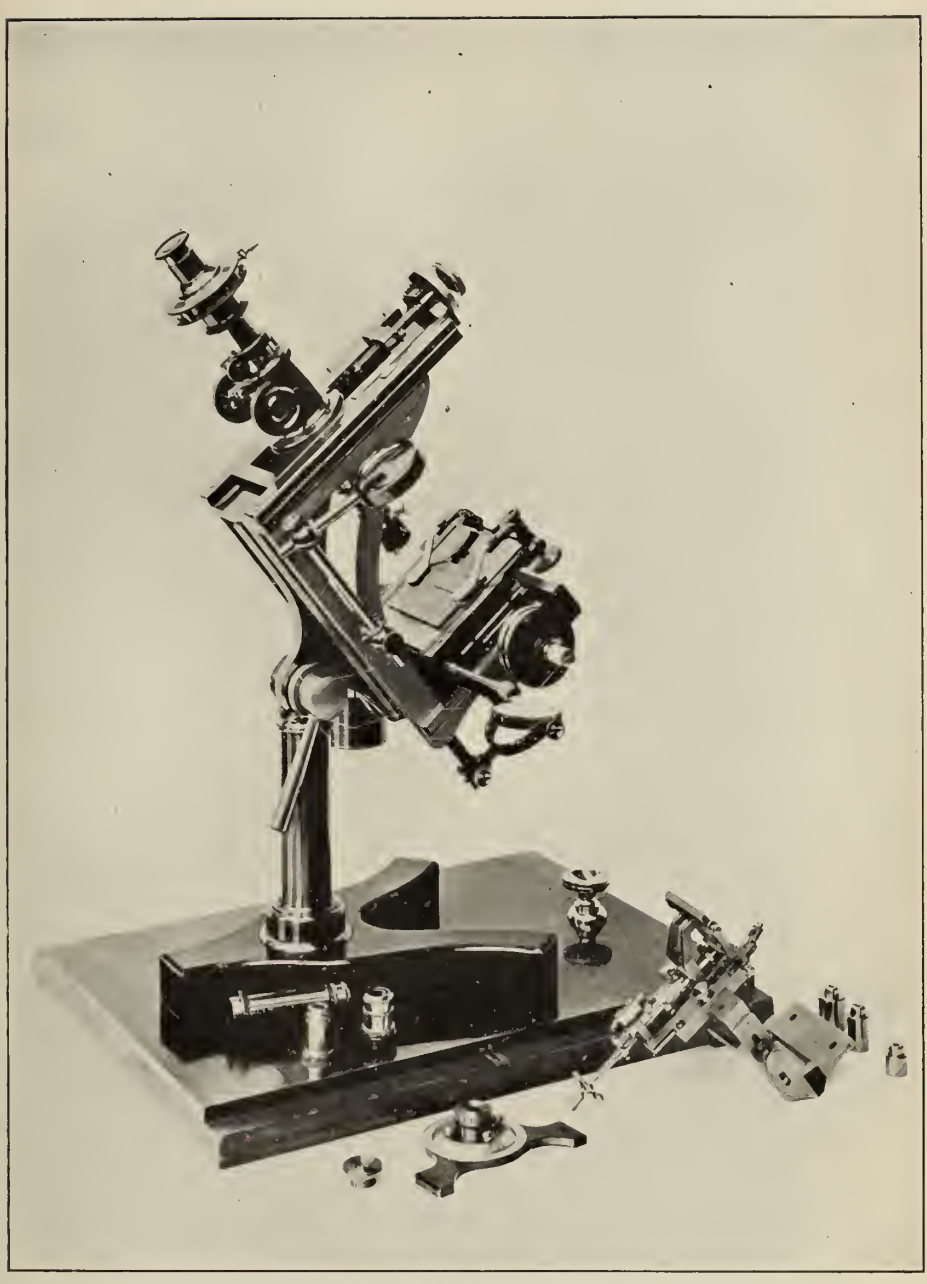
in sharp focus. The limiting wave lengths in this range are approximately λ 4185 and λ 4535, and it is this portion only which is used in velocity determinations. A reproduction of the measurable portion of a spectrum of α Boötis enlarged about nine times, is given in fig. 6. The linear positions of the lines, both star and comparison, in this strip are determined by a measuring machine.

The Measuring Engine.

The instrument we are using for this purpose is one specially designed for this and similar work, and is made by Toepfer & Son, of Potsdam. It is a very efficient and complete instrument, and has given excellent satisfaction. A photograph of the complete instrument with accessories is shown in fig. 5. Its essential part is the micrometer screw of 0·5 mm. pitch, which moves a carriage on which the negative is placed. This carriage travels in accurately surfaced ways, and lost motion on the screw is taken up by a weight. The negative rests on a piece of plate glass, against which it is firmly clamped by two spring clips whose tension can be regulated and the clips also entirely removed from contact by turning a milled screw. The upper part of the carriage, containing the plate glass holding the negative can be oriented with respect to the direction of movement by turning a milled head. This is to allow the spectrum to be set parallel to the direction of motion of the carriage, or, in other words, so that the horizontal wire in the microscope eyepiece will always remain in the same position on the spectrum as the carriage is moved along the ways. The microscope itself is moved in ways at right angles to the motion of the carriage by a micrometer screw of 1 mm. pitch, and this motion can be read on a micrometer head divided into hundredths and readily estimated to thousandths of a revolution or millimetre. This allows measures in two directions at right angles to each other to be made without shifting the negative and is also very convenient in adjusting the negative. The settings on the spectrum lines are made by means of spider lines in the focus. In one direction there are two, which can be made to coincide or which can be adjusted to any desired distance from each other, always remaining parallel, while crossing centrally in a direction at right angles is a second single wire. The head containing these wires can be rotated through a right angle to permit either the single or double threads to be used for setting on the lines, and also to allow the vertical wire or wires to be set exactly parallel to the comparison lines. The single thread has been used exclusively for setting on the star and comparison lines. Although a double thread could be used to advantage on the emission lines, its use on the absorption lines of the star spectrum would increase the accidental errors of setting to such a degree as to more than compensate for its advantage on the iron comparison lines.

One eyepiece and four objectives, with an extension tube in the microscope body to allow of increasing the distance between eyepiece and objective, give any magnifying power between 8 and 75 diameters. A power of about 25 seems to give the best results, and is accordingly usually used, although if the lines are not very well defined a lower power would be more suitable.

The negative can be placed on the carriage, adjusted in position, and aligned while the microscope is vertical. For the measurement, however, the whole microscope is rotated about a horizontal axis into a nearly horizontal position, the eyepiece is then at the proper height for convenience and ease of reading when comfortably seated in an ordinary chair. In this position with the elbow resting on the table, the right hand just comfortably reaches the micrometer head and makes the necessary setting on the line. The head is of large size, graduated to hundredths, but easily and accurately estimated to thousandths of a revolution. To the left of this head separated by a narrow strip of metal bearing the index mark, is a second head of the same diameter, geared into the first in the correct ratio to read whole revolutions of the screw direct. A reading lens is so placed that one can make these two readings at one time without moving the head to any extent from its position when making the settings.



5146 FIG. 5.—The Measuring Microscope. p. 62

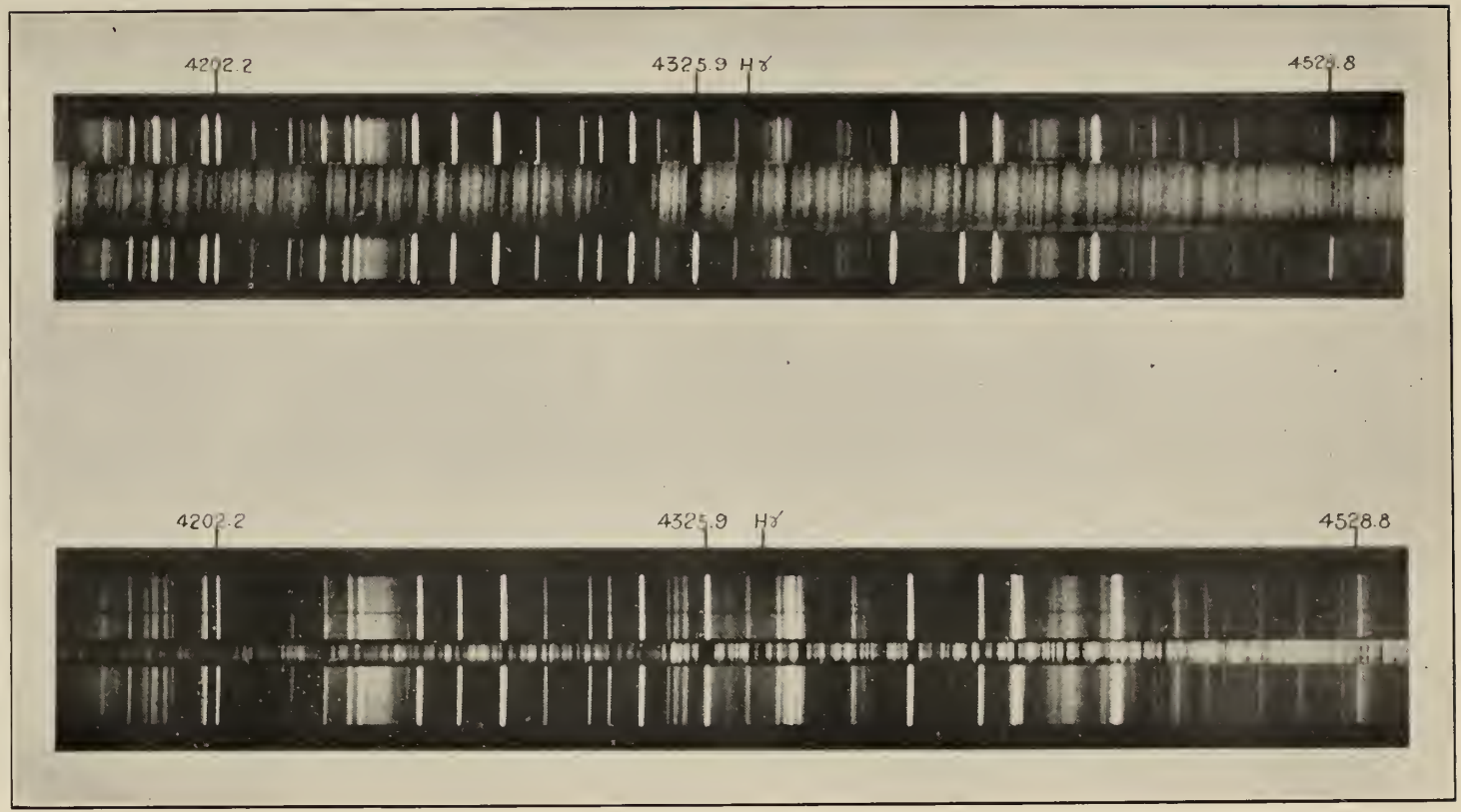


Fig. 6.—Upper Spectrum—Jupiter, Inclination of lines showing Rotation of the Planet. Lower Spectrum—Arcturus No. 325. Enlarged nine times.

The field is very bright and has a decided advantage over the Zeiss comparator in this respect. The Zeiss was used for a short time, but, owing to the double reading on the negative and the silver scale, more than twice the time was occupied in making a measurement with considerably more strain on the eyes. The negative is illuminated from an adjustable mirror below, and the definition and illumination leave nothing to be desired. An attachment for ruling scales, reticles or similar small pieces is provided, which can be readily attached to the bed of the carriage, and is shown at the front of the figure.

Sources of Error in the Measurement and Reduction.

1. *Errors in the micrometer screw of the microscope.*—From the experience of others with similar instruments, these may be safely neglected, as they will be very small in any case compared to the accidental errors of setting, and will also be partially compensatory. As soon as time can be found, however, the screw will be examined for errors in its pitch, whether periodic or otherwise.

2. *Personal error due to the difference in setting on the light star and dark comparison lines.*—The amount of this error may be affected by uneven or one-sided illumination. Fortunately it can be almost entirely overcome by reversing the negative on the carriage after half the settings have been made, and finishing the measurement in the reversed position.

3. *Accidental errors of setting.*—The magnitude of the accidental errors of setting depend upon a number of factors, upon the general quality of the plate as regards sharpness and intensity, upon the quality of individual lines in the plate, and finally upon the experience and carefulness of the measurer. Their influence upon the final result is diminished by increasing the number of settings on each line as well as by increasing the number of lines measured. The custom here has been to make 8 settings, 4 in each position of the negative on both star and comparison lines and to measure about 30 star and 12 comparison lines on each negative of a solar type star. The mean error of the velocity, as determined from a single line, $\epsilon = \pm \sqrt{\frac{\Sigma v^2}{n-1}}$, varies from two to three kilometres per second equivalent in linear measure with the dispersion of the present spectrograph to 0·0015 – 0·0022 mm. The mean error of setting on a good single line, as determined from the residuals of the four settings themselves, is about 0·0005 mm. The difference is probably due to errors in the interpolation formula, in the values of the wave lengths employed, and to displacements of the lines on the negative due to aberration in the spectrograph, or changes in the film during developing and drying.

4. *Errors due to temperature changes during measurement.*—Change of temperature of the screw or plate during measurement will be very likely to introduce errors. Care is taken to maintain the temperature as constant as possible, and to complete a measurement in one setting, so that errors from this source will be reduced as much as possible.

5. *Errors in Wave Lengths.*—Such errors may be of two kinds, errors in identification, and errors in the wave length tables employed. Errors in identification are likely to arise owing to the comparatively low resolving power of a star spectroscope. One cannot be sure of separating lines with this instrument less than about one half a tenth-metre apart and frequently lines with a greater difference than this are unresolved. With solar stars, which so far are all that have been measured, one must take the sun as the type, though it is quite possible and probable that some of the composite unresolved lines in the star spectrogram may have different components, or components with different intensities, than the same composite lines in the sun. In either case, wave lengths taken from solar spectrum tables would not be correct. Evidence of such errors is given by some of the lines employed, which give consistently large negative or positive residuals. They have, however, been included in the

measurements, until more plates have been reduced, when they may, if they act in the same way throughout, be rejected. Their inclusion will, however, hardly affect the final result more than two or three-tenths of a kilometre. Others of the lines may also be in error from the same cause to a less degree, so as not to markedly show in the residuals, but such errors cannot be overcome until we get much purer star spectra than are possible at present.

That errors in the wave length tables employed are present is well known, their magnitude in the best tables, Rowlands and Kayser's may amount to 0·01 tenth-metre and perhaps more. This is equivalent to a velocity of about 0·65 kms. per second. Such errors, however, may partially compensate each other and thus reduce the error of the final result as obtained from the mean of lines extending over three or four hundred tenth-metres.

Reduction to Wave Lengths.

The linear measures of star and comparison lines are reduced to wave lengths by means of Hartmann's simple and convenient interpolation formula, as given in the *Astrophysical Journal,* VIII., p. 218. Wave lengths and linear measures are connected by the relation $\lambda = \lambda_0 + \frac{c}{s - s_0}$

where λ = wave length of the line,
s = micrometer reading,
λ_0, c, s_0 are constants.

To determine these constants, three equations are necessary, and these are obtained from the readings for three iron lines, taken, one near the centre, and the other two near the ends of the range of spectrum measured, which extends usually between the limits λ 4530 and λ 4200 approximately. Three iron lines very frequently used as standards are 4476·207, 4315·255 and 4202·195, but the choice of these lines depends altogether upon the negative; those best defined near the above values are always chosen. The wave lengths of the standards, and the other iron lines measured have been taken from Kayser's iron arc standards in the *Astrophysical Journal,* XIII. p. 334. These values have been considered preferable to Rowland's solar spectrum values, as the wave lengths in the sun may be affected by conditions of pressure, etc., which will give them values different from those of a terrestrial source. On the other hand it is an advantage to use one set of tables throughout for both star and spark lines, and besides it is not as yet definitely settled whether the wave length of lines produced by arc and spark are exactly the same. The difference, if any, is however, very small, and while I decided to use Kayser's values for the comparison lines as likely on the whole to give the best results, Mr. Harper has generally used Rowland's values, chiefly, I believe, because Kayser does not give the wave lengths of several measurable iron lines.

When the three standard lines with micrometer reading and wave length have been selected, the determination of the three constants λ_0, c and s_0 is a simple matter of substitution and reduction, although the actual work is rather long. In the determination of c, one can with little additional work form a check upon the numerical accuracy of the reduction, and this is always performed. When the constants have been obtained, the wave length of each star and comparison line measured is computed from the formula above and tabulated. Some idea of the accuracy of the interpolation formula, and of the magnitude of the accidental errors on the comparison lines is obtained from the magnitude of the differences between the computed wave lengths and the wave lengths as given by Kayser. In most of my plates, these differences have not exceeded two or three hundredths of a tenth-metre, except at the red end of the spectrum beyond the standard line, where they sometimes amount to two tenths of a tenth-metre. The question then arises, as to the means to be employed of determining the correction to be applied to the computed values of the star wave lengths; whether to interpolate to the nearest comparison line, or to run a smooth curve through the points whose position is given by the corrections to the comparison lines, and to take

corrections to the star lines direct from this curve. I have generally preferred the latter method as making some allowance for the accidental errors of setting on the comparison lines.

The apparent wave lengths of the star lines now being known, there remains to identify these lines, and to determine their wave length when unaffected by the motion of the star. For the solar stars, which so far only have been measured, Rowland's Solar Spectrum Tables are used. Knowing the photographic purity of the spectrum, which, for the fast plates necessary in star spectra is about 8,000, one can form an idea whether a star line is single in the solar spectrum, or whether it is a blend of two or more solar lines. For this a good map of the solar spectrum as Rowland's or Higg's, is of service, but the main dependence is placed on the tables. If the line is single, all that is necessary is to put down the corresponding wave length, but, if composite, it is necessary to determine the number and intensity of the lines entering into the blend, and form their weighted mean. Each observer seems to be a law unto himself in this respect, for, in comparing wave lengths of the same line as used by different observers, I find as many as three or four different values. Indeed one observer uses for different solar stars, and in some cases for different negatives of the same star, two or three values of the same line, differing by from two or three hundredths to over a tenth of a tenth-metre. The practice followed here has been to judge from the appearance of a star line on the negative, and the appearance of the same line or lines in the solar spectrum, what lines enter into the blend. These being compared with the tables, one can generally form a good idea of the lines entering into it, and their weighted mean gives the wave length to be applied. Following the practice of others, I have included lines in these blends, of intensities 0 and higher on Rowland's scale. The residuals of lines determined in this way have usually been of reasonable magnitude, and the adopted wave lengths are probably nearly correct. As previously stated some residuals are consistently large, and when more data has been accumulated those lines will probably be rejected. It is, however, not only the blends, but some single lines also that are at fault in this way, notably 4494·738, which has always given a residual about 4 kms. or more per second. This must be due to an irresolvable companion in the star. The inclusion of these lines at present does not introduce much difference in the final result, however, probably two or three tenths of a kilometre.

When the true wave lengths of the star lines have been determined, the difference between these values and the corrected computed wave lengths gives the displacement of the lines in tenth-metres, due to the radial velocity of the star. For convenience in calculation the values of $\frac{299860}{\lambda}$ have been computed and tabulated for wave lengths of every 5 tenth-metres between $\lambda 4175$ and $\lambda 4575$, and the velocity for any line is readily obtained by selecting the corresponding velocity for a displacement of one tenth-metre given in this table and multiplying by the displacement in the star. The mean of the values obtained for all the measured lines gives the apparent radial velocity of the star.

Correction for Curvature.

To this velocity there has to be applied a correction for curvature of the spectral lines, which causes an apparent displacement of the star lines towards the red end of the spectrum. This displacement, and its corresponding velocity value, depend upon the form of the curve taken by the line, and the distance between the centre of the star spectrum and the point on the iron spectrum where the measurement is made. The form of the curve approximates a parabola, and the equation of this parabola can be obtained either by calculation or measurement. Ditscheiner's formula as given in Frost-Scheiner Astronomical Spectroscopy gives to the parabola formed by this spectroscope the equation $x = 0 \cdot 0082\ y^2$ where x is the displacement and y the distance above

mentioned. In order to obtain the formula by measurement, two negatives of the iron spark were made, using the full length of the slit. When these negatives were placed face to face, the lines formed figures similar to equi-convex lenses, and it was easy to measure the diameter and thickness of such a lens from which the formula is easily obtained, as $x = 0{\cdot}0083\ y^2$ in almost exact agreement with that obtained by calculation. This is for the central part of the range measured, actually for the line $\lambda 4325{\cdot}941$, but no sensible error will be introduced in using this value throughout, as the x's will be as much greater at the violet end as they are smaller at the red. In order to obtain x for any negative, all that is necessary is to measure the distance between the tips of the comparison lines or rather between the points where the measurement was made, which gives $2y$, and substitute in the above formula. When reduced to kilometres the average correction is about 0·5 km. per second, and is of the negative sign.

Reduction to Sun.

The radial velocity of the star above obtained, reduced for curvature, gives the value with respect to the observer, and to render it comparable with other determinations, three variables must be removed to obtain its velocity relative to the sun.

(*a*) Correction for the orbital velocity of the earth in its path around the sun.

(*b*) Correction for velocity of the earth caused by the revolution of the earth and moon around their common centre of gravity.

(*c*) Correction for the diurnal rotation of the earth on its axis.

Prof. W. W. Campbell has given a very complete treatment of these corrections in Astronomy and Astrophysics, and also in Frost-Scheiner's Astronomical Spectroscopy, but the calculation in the case of (*a*) has been much shortened by convenient tables, for all the brighter stars, published by Dr. Frank Schlesinger in the *Astrophysical Journal*, vol. X., p. 1. By these tables not only is the computation of the component, in the star's direction, of the velocity of the earth simplified, but the cumbrous reduction of the star's right ascension and declination to latitude and longitude is avoided. According to these tables the orbital velocity of the earth in the direction of the star is given by

$$V_a = b \sin (\odot - \lambda) + c$$

$\odot$ = longitude of the sun at the mean time of exposure,

λ = longitude of the star,

b and c are constants given along with and in the tables.

The correction (*b*) caused by the revolution of the moon around the earth is never greater than 0·01 km. per second, and so can be neglected.

The correction for the diurnal rotation of the earth is given by the formula

$$V_d = -0{\cdot}47 \sin t \cos \delta \cos \phi$$

where

t is the hour angle of the star,

δ is the declination of the star,

ϕ is the latitude of the observer.

The values of the correction for this latitude, at varying declinations and hour angles, have been computed and tabulated, from which they can be at once taken and applied to the velocity of the star with the proper sign, which is positive for stars observed east of the meridian, and negative for stars west of the meridian.

RADIAL VELOCITIES OF SELECTED STARS.

General.

The stars whose spectra have been measured and reduced for this report are certain stars of the solar type which astronomers, engaged in line of sight work, have agreed to observe periodically for radial velocities. The object of this co-operation, as

previously stated, is to obtain well determined values of the velocities of ten stars, fairly uniformly distributed in right ascension. Such stars can then serve as objects for testing the performance of the spectrograph when any of the planets or the moon are not available, and, when sufficient observations have been accumulated, the data can be used to correct the values of the wave lengths employed in the reductions. Observations are being continued now upon a number of spectroscopic binary stars, but no measurements will be included here until a sufficient number of any one star have been obtained to give a definite velocity curve and period. Seven only of the ten standard velocity stars are here given as, during the period the instrument has been giving reliable values, these were the only ones available, the other three being too close to the sun to easily obtain suitable spectra for measurement. The seven are α Boötis, β Geminorum, γ Aquilae, β Ophiuchi, α Arietis, α Persei, ϵ Pegasi. The remaining three β Leporis, γ Piscium and α Crateris, will be observed in due time and published later with probably a further determination by the new spectrograph of the whole ten stars.

The journal of observations shows the conditions prevailing during the exposures such as temperature, time and length of exposure, hour angle, focal settings, &c., and forms a complete record of all data necessary, not only for the reduction of the spectrum, but also for the comparison of different spectra in case any investigation as to temperature effects, flexure, focus, &c., may be required. The entries are made in a book, ruled in the same manner as the table below, and are thus always at hand and not likely to be mislaid or lost as might happen if they were made on separate sheets.

The measurements of the spectra are recorded and the reductions made on large pads, ruled in such a manner as to systematize the labour as much as possible and present all the data in tabular form for convenience of reference and for checking errors. Only the essential parts of these sheets are reproduced below; those which suffice to show the relation between the measures and the computed wave lengths, the corrections to the values as given by the interpolation formula, the wave lengths of the lines or blends of lines in the sun, the difference representing the displacement due to velocity, and finally, the velocity in kilometres per second for each line measured. Some idea of the accidental errors are given by the agreement of the velocities for the different lines and also by the values of the mean errors which are given below the tabular part in each reduction sheet.

It may be stated here, and it will be evident when the results are examined, that much better agreement between the lines is obtained and the mean errors are much less for the brighter stars than for those of the 3rd and 4th photographic magnitude. This is easily explained by the longer exposure required in the fainter stars, and consequent greater displacement of the lines due to temperature changes and to flexure. Although the flexure has been reduced so that the displacement produced during a two hours exposure is equivalent to a velocity of $1\frac{1}{2}$ kms. per second, this displacement, with that due to variations of temperature in the outer case caused by an imperfect thermostat, is sufficient to blur the lines and prevent as accurate settings of the microscope wires as can be obtained in stars like α Boötis and β Geminorum, when the exposure is short and displacements consequently negligible. The principal effect of the flexure and temperature displacements, however, is in increasing the accidental errors, and no systematic error of any apprcciable magnitude is likely to be produced owing to the compensation effected by the division of the exposure time on the comparison spectrum between the beginning and end of the exposure on the star spectrum.

RECORD OF SPECTROGRAMS.

Star.	No. of Negative.	Plate.	Date.	Middle of Exposure.	Duration.	Hour Angle at end.	Comparison Spectrum.			Temperature.				Slit width.	Focal Position.			Seeing.	Remarks.
							Beginning.	End.	Kind.	Room.		Prism Box.			Star Focus.	Collimator.	Camera.		
										Beginning.	End.	Beginning.	End.						
			1906.	h. m.	m.	h. m.	s	s.		Fahr.	Fahr.	Cent.	Cent.	m.m.					
β Geminorum.	196	Seed N.H.	Feb. 22	10 27	25	1 07 W.	15	15	Fe. spark.	34·4	33·6	3·8	3·7	·015	6·5	16·2	9·0	.....	
" ..	197	" ..	" 22	11 17	25	2 .. W.	23	23	" ..	33·2	32·0	3·65	3·65	·011	6·5	16·2	9·0	.....	
α Boötis	199	" .	" 22	1 37	45	2 .. E.	21	21	" ..	32·0	30·0	3·45	3·4	·011	6·5	16·2	9 0	Hazy	
β Geminorum.	212	" ..	Mar. 5	10 56	33	2 20 W.	25	25	" ..	26·5	25·0	4·5	4·5	·013	6·0	16.2	9·05	Good.	
α Boötis	216	" ..	" 5	2 42	15	0 30 E.	25	25	" .	21·5	21·3	4·4	4·2	·013	6·0	16·2	9·05	" .	
"	220	" ..	" 23	2 18	15	0 20 W.	25	25	" ..	12·8	12·2	−10·5	−10·5	·013	13·5	15 2	10·2	" .	
"	230	" .	" 28	2 15	10	0 30 W.	25	25	" ..	33·4	33·4	0·9	0·9	·015	7·5	15·2	10·2	" .	
" ..	238	Seed 27..	April 2	2 52	15	1 30 W.	30	30	" ..	32·5	32 5	7·2	7·2	·013	15·0	15·2	10·3	" .	Corr. lens 1½ in. below flange.
"	252	" ..	" 24	10 53	15	1 08 E.	20	20	" ..	47·0	46·0	11·1	11·2	·013	18·0	15·2	4·3.	Fair..	Vernier placed on camera scale.
"	253	" ..	" 24	12 32	15	0 30 W.	28	28	" ..	45 0	44·6	11·2	11·3	·015	18·0	15·2	4 4	" .	
"	300	" ..	June 18	9 23	5	1 .. W.	30	30	" ..	72·1	72·0	24·1	24·1	·020	18·0	15·2	5·8	.....	
"	312	" ..	" 27	8 57	7	1 05 W.	18	20	" ..	77.6	75·8	27·3	27·2	·015	18·0	15·2	5 95	Fair..	
"	319	" ..	July 2	9 19	13	1 50 W.	20	20	" ..	71·9	71·1	24·0	24 0	·017	18·0	15·2	5·95	" .	
γ Aquilae . .	323	" ..	" 2	2 10	60	1 40 W.	12	15	" ..	64·5	63·4	24·1	23·9	·025	18·0	15·2	5·95	"	
α Boötis ..	325	" ..	" 4	8 55	7	1 30 W.	20	20	" ..	63·9	63·2	21·5	21·4	·020	18·2	15·2	5·95	" .	
β Ophiuchi. .	327	" ..	" 4	11 30	60	1 10 W.	18	18	" .	60·2	58·5	21·4	21·3	·025	18·2	15·2	5·95	Good.	
γ Aquilae	329	" ..	" 4	2 02	55	1 35 W.	15	17	" ..	56·2	55·0	21 2	21·2	·025	18·2	15·2	5·95	" .	
α Persei	330	" ..	" 4	2 48	15	5 35 E.	17	17	" ..	55·0	54·6	21·3	21·7	·025	18·2	15·2	5·95	"	
α Arietis.....	331	" .	" 4	3 15	30	3 45 E.	17	17	" ..	54·5	54·2	21·6	21·3	·025	18·2	15·2	5 95	" .	
β Ophiuchi ...	334	" ..	" 6	11 25	90	2 .. W.	16	15	" ..	66·0	63·6	25·4	25·5	·025	18·2	15·2	5·95	Fair..	
γ Aquilae....	335	" ..	" 6	1 25	70	1 15 W.	15	16	" ..	63·4	61·2	25·6	25·3	·025	18·2	15·2	5·95	"	
α Persei	336	" ..	" 6	2 35	20	5 35 E.	18	15	" ..	61·0	60·0	25·3	25·0	·025	18·2	15·2	5·95	" .	
α Arietis. ...	337	" ..	" 6	3 15	30	3 40 E.	18	18	" ..	60·0	59·8	24·9	24 8	·025	18·2	15·2	5·95	" .	
β Ophiuchi. . .	353	" ..	" 18	11 40	70	2 20 W.	20	20	" ..	71.0	68·7	26·3	26·4	·025	18·2	15·2	5·98	Good.	
γ Aquilae	354	" ..	" 18	1 05	80	1 45 W.	20	20	" ..	68 5	66·8	26·4	26·2	·025	18·2	15·2	5·98	" .	
"	361	" ..	Aug. 1	11 30	90	1 15 W.	20	20	" ..	72·6	69·5	27·1	27·0	·025	18·2	15·2	5·95	" .	
α Arietis.	364	" ..	" 1	2 30	45	2 35 E.	20	20	" ..	67·6	66·6	26·8	26·8	·025	18·2	15·2	5·95	" .	
ϵ Pegasi	378	Seed R. ..	" 15	11 45	40	0 05 W.	20	20	" ..	65·9	64·1	25·7	25·7	·020	18·6	15 2	5 95	" .	
α Arietis. ...	393	" ..	Sept. 10	2 05	35	0 35 E.	16	16	" ..	62·0	61·8	25·7	25·6	·025	15·0	15·2	5·75	" .	
ϵ Pegasi	400	" ..	" 27	10 42	45	1 45 W.	20	20	" ..	59·5	57·3	21·8	21·8	·025	15·0	15·2	5·62	" .	
"	409	Seed 27..	Oct. 16	10 47	45	3 05 W.	20	20	" ..	56·0	55·0	17·5	17 6	·025	18·5	15·2	5·81	" .	
α Persei	411	" ..	" 16	2 45	30	1 15 W.	20	20	" .	52·0	52·0	16·6	16·8	·025	18·5	15·2	5·81	" .	

β GEMINORUM 196.

1906. Feb. 22.
G. M. T. 15h 25m

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W. L.	Displacement.	Velocity.
72·7488	4584·390	....	·018	.....	... .	49.5829	4337·148	. .	·216	.....	.....
71·2655	4566·198	·960	·726	·234	+15·37	48·6227	4328·373	·413	·080	·333	+23·04
69·9416	4560·270	.....	·051	.....	.....	47·6056	4319·186	·196	·817	·379	26·26
69.9048	4549.792	....	.642	.....	... .	47·1890	4315·454	·455	·178	·277	19·22
68·7731	4536·450	·340	·965	·375	24·75	S 47·1667	4315·255	.....	·255	... .	.....
68·1604	4529·291	·205	·807	·398	26·41	46·3545	4308 035	....	·081	.....	.....
68 1307	4528·945	.....	·798	.....	.....	45·3729	4299·401	....	·420	.....	.....
67·6419	4523·278	·207	·854	·353	23·37	44·8245	4294·624	·650	·273	·377	26·31
S 65·1321	4494·754	.....	·755	.....	.....	44.7847	4294·275	.....	·301	.....	.....
64·3696	4486·275	·262	·888	·374	24·98	44·1141	4288 472	·494	·134	·360	25·13
63·4919	4476·619	.592	·214	·378	25.29	43·4250	4282·557	.	·565	....	. ....
63·4571	4476·234	.....	·207	.....	.....	42·5724	4275·302	·302	·922	·380	26·64
63·1910	4473·334	·317	·957	·360	24 08	40·8257	4260·661	.....	·656	.....	.....
62·6220	4467·158	·162	·771	·391	26·20	40·1194	4254·823	·807	·505	·302	21·29
61·9245	4459·648	·683	·304	·379	25·46	39·6918	4251·311	·290	954	·336	23·69
61·8888	4459.266	.....	·301	.....	.....	39·6501	4250·969	.....	·948	.....	.....
60·8522	4448·234	·265	·892	·373	·25.10	39·2768	4247·917	·897	·566	·331	23·33
59.6431	4435·552	·580	·184	·396	26·73	39·2095	4247·370	·350	·996	·354	24·96
58·8923	4427·775	·799	·420	·379	25·65	39·0160	4245·795	·775	·455	·320	22·59
57·7084	4415·660	·680	·293	·387	26·27	38·3427	4240 358	·338	·975	·363	25·66
56·6742	4405·228	·261	·951	·310	21·08	38·2205	4239·356	·337	·970	·367	25·94
57·6668	4415.278	.....	·293	.....	.....	37·8611	4236·466	·447	·112	·335	23·68
56·6413	4404·895	.....	·929	.. .	.....	37·8198	4236·137	.....	·118	....	.....
55·7019	4395·535	·575	·286	·289	19·68	36·1321	4222·721	·696	·382	·314	22·26
54·0865	4379 694	·739	·396	·343	23·46	35·7705	4219·887	·860	·520	·340	24·14
53·7409	4376·345	·405	·107	·298	20·38	35·7285	4219·551	... .	·523	.....	.....
53·7080	4376·028	.....	·107	.....	... .	S 33·4867	4202·195	. ....	·195	.....	.....
53·2510	4371·624	·689	·312	·377	25.82	33·2661	4200 510	·510	·114	·396	28·40
53·0999	4370 173	·241	·856	·385	26·41	32·0510	4191·301	·281	·874	·407	29·05
52·0397	4360·069	·154	·784	·370	25·42	31·5560	4187·584	·560	·204	·356	25·49
51·3152	4353 240	330	·923	·407	28·00	31·2749	4185·483	·455	·058	·397	28·49
51·2092	4352·247	·345	·006	·339	23·32	30 5250	4179·906	·876	·542	·334	23·94
51·2655	4352·773	.....	·908	.....	....	30·1342	4177·019	·986	·739	·247	17·71
49.9950	4340·947	·017	·634	·383	+26·43	29·3845	4171·513	·473	·140	·333	+23 91

s_o = 216·5922
λ = 2801·598
log c = 5·4089030

ϵ = ± 2·76
ϵ_o = ± 0·40

Mean... . + 24·37
V_a .. ... — 19·58
V_d ... . — ·07
Curvature — ·50 — 20·15

Radial Velocity..... + 4·2

β GEMINORUM 197

1906. Feb. 22.
G. M. T. $16^h\ 15^m$

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
72·7530	4584·228	....	·018	.....	.....	49·5833	4337·157	....	·216	.....	.....
72·5867	4582·173	·970	·634	·336	+21·41	48·6301	4328·446	·463	·080	·383	+26·50
70·3287	4554·730	·617	·211	·406	26·72	47·6055	4319·191	·190	·817	·373	25·86
69·9462	4550·164	·064	·766	·298	19·64	47·1929	4315 495	·495	·178	·318	22·07
69·9104	4549·739	.	·642	.....	.....	S 47·1660	4315·255	.....	·255	.....	.....
68·7780	4536·366	·292	·965	·327	21·61	46·3541	4308·038	.....	·081	...	... .
68·1670	4529·236	·174	·807	·367	24·30	45·3695	4299 376	.....	·410	.....	.....
68·1346	4528·859	.....	·798	.....	.....	44·8275	4294·650	·668	·273	·395	27·57
67·6482	4523·227	·174	·854	·320	21·22	44·7853	4294·283	....	·301	....	.....
S 65·1402	4494·755	...	·755	.....	.....	44·5942	4292·626	·644	·319	·325	22·69
64·3761	4486·266	·254	·888	·366	24·45	44·1197	4288·523	·540	·134	·416	29·04
63·4925	4476·555	·549	·214	·335	22·41	43·4238	4282·548	.....	·565	...	.....
63·4613	4476·213	....	·207	.....	.....	40·1198	4254·819	·822	·505	·317	22·34
63·1975	4473·337	·338	·957	·381	25·53	39·6892	4251·281	·284	·954	·330	23·27
62·6252	4467·129	·143	·771	·372	24·96	39·6483	4250·946	. ....	·948	....	.....
61·9300	4459·651	·683	·304	·379	25·47	39·2822	4247·953	·955	·566	·389	27·42
61·8942	4459·268	....	·301	.....	.....	39·2069	4247·339	·340	·996	·344	24·25
60·8546	4448·214	·253	·892	·361	24·30	39·0182	4245·802	·803	·455	·348	24·56
60·3501	4442·903	·947	·510	·437	29·45	37·8645	4236·477	·477	·112	·365	25·80
58·8937	4427·758	·807	·420	·387	26·20	37·8186	4236·119	.....	·118	.. . .	
57·7073	4415·626	·681	·293	·388	26·34	37·7642	4235·672	·671	·389	·282	19·94
57·6695	4415·243	. ....	·293	.....	... . .	36·1369	4222·736	·718	·382	·336	23·82
56·6759	4405·225	·250	·951	·299	20·33	35·7712	4219·860	·836	·520	·316	22·44
56·6443	4404·905	.. ..	·929	.....	.....	35·7303	4219·547	....	·523	.....	... .
55·7106	4395 609	·623	·286	·337	22·95	34·6165	4210·858	·846	·523	·323	22·97
54·0872	4379·695	·712	·331	·381	26·06	33·7284	4204·010	·067	·730	·277	19·75
53·7461	4376·392	·405	·107	·298	20·38	S 33·4915	4202·195	.....	·195	.....	.....
53·7174	4376·115	.....	·107	... ...		33·2650	4200 464	·464	·114	·350	25·03
53·2494	4371·606	·630	·312	·318	21·81	32·0511	4191·257	·257	·874	·383	27·38
53·1076	4370·245	·272	·856	·416	28·53	31·8827	4189·989	·989	·723	·266	19·01
51·3205	4353·291	·326	·923	·403	27·72	31·2691	4185·390	·390	·058	·332	23·77
51·2180	4352·330	·365	·006	·359	24·74	30·8032	4181·917	.....	·918	. . ..	
51·2686	4352·805	... .	·908	.....	.....	30·5300	4179·889	·889	·542	·347	24·87
49·9978	4340·976	·012	·634	·378	+26·08	29·3875	4171·472	472	·140	·332	+23·84

$s_\circ$ = 217·4001
$\lambda_\circ$ = 2794·709
log c = 5·4130461

$\epsilon = \pm 2·67$
$\epsilon_\circ = \pm 0·38$

Mean..... +24·61
V_a ..... — 19·59
V_d ..... — ·14
Curvature — ·50 —20·23

Radial Velocity .... + 4·4

β GEMINORUM 212.

1906. March 5.
G. M. T. $15^h\ 55^m$

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.		Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
72·7745	4583·997	.....	·018	.....	.....		49·9935	4341·113	·112	634	478	+32·96
71·3075	4566·094	·123	·726	·397	+26·20	S	49·5701	4337·217	....	·216	....	.....
70·8420	4560·487	·518	·233	·285	18·69		47·1783	4315·577	·527	·178	·347	24·12
69·9761	4550·152	·187	·766	·421	27·70		47·1493	4315·318	.....	·255	.....	.....
69·9302	4549·607	....	·642	.....	.....		44·8140	4294·770	·700	·273	·427	29·84
68·8005	4536·311	·325	·965	·360	23·80		44·7686	4294·376	.....	·301	....	.....
68·3908	4531·538	·543	·202	·341	22·57		44·1073	4288·661	·590	·34	·456	31·88
68 1876	4529·181	·181	·807	·374	24·75		43·4647	4282·635	..	·565	.....	.....
S 68·1545	4528·797	....	·798	.....	.....		41·6075	4267·440	·380	·050	·330	23·20
65·1527	4494·712	.....	·738	..	.....		40·7998	4260·711	.....	656	.....	.....
64·0772	4482.822	·835	·434	·401	26·82		39·6776	4251·463	·383	·954	·429	30·28
63·2094	4473·347	·352	·957	·395	26·46		39·5997	4250·825	·745	·287	·458	32·34
62·6357	4467 142	·140	·771	·369	24·83		39·6210	4251·033	....	·948	.....	.....
62·5974	4466·730	.....	·727	...	.....		39·2547	4248·007	·937	·448	·489	34·47
61·9505	4459 791	·796	·304	·492	33·17		38·3244	4240·464	·418	.975	·443	31·28
58·9047	4427·881	·900	·420	·480	32.50		37·7884	4236·153	....	·118	.....	.....
57·7155	4415·740	·775	·293	·482	32·73		36·1100	4222·817	·770	·382	·388	27·55
57·6682	4415·261	.....	·298	...	.....		35·7467	4219·962	·912	·520	·392	27·80
56·6795	4405·315	·322	·951	·371	25·27	S	33·4527	4202·197	..	·198	.....	.....
56·6402	4404·922	.....	·928	...	.....		33·2312	4200·504	·504	·114	·390	27·85
53·2499	4371·734	·731	·312	·419	28·75		32·0206	4191 327	·342	·874	·468	33·46
53 7051	4376·110	...	·107	.....	.....		31·6196	4188·313	·335	·924	·411	29·43
51·3086	4353·335	333	·923	·410	28·20		31·2474	4185·528	·555	058	·497	+35·63
51·2102	4352 415	·413	·006	·407	+28·04		30·7640	4181·926	....	·956	.....	.....

s_o = 218·6834
λ_o = 2785·473
$\log c$ = 5·4189980

$\epsilon = \pm 4{\cdot}16$
$\epsilon_o = \pm 0{\cdot}72$

Mean... + 28·47
V_a ... — 24·02
V_d ..... — ·14
Curvature — ·50 — 24·66
Radial Velocity..... + 3·8

α BOÖTIS 199.

1906. Feb. 22.
G. M. T. $18^h\ 35^m$

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
72·8215	4584·193	.. .	·018	....	.....	49·6515	4337 253	. ..	·216	.....	.....
69·9652	4549·548	·424	·766	·342	—22·53	47·6000	4318·535	·525	·817	·292	—20 27
68·7903	4535·684	·580	·965	·385	25·46	S 47·2343	4315·262	.....	·262	.....	.....
68·1725	4528·481	·388	·807	·419	27·74	44·8588	4294·337	.....	·301	.. ...	.....
68·2060	4528·870	.....	·798	.....	.....	44·8200	4294·000	·970	·273	·303	21·15
67·6648	4522·610	·525	·855	·330	21·87	42·5576	4274·609	·600	·922	·322	22·60
65·2133	4494·791	..	·738	.....	.....	40·8937	4260·664	.....	·656	.....	.....
63·4990	4475·864	·850	·214	·364	24·39	39·3728	4248·146	·135	·448	·313	22·06
63·5314	4476·218	.. .	·207	.. ...	.....	39·1870	4246·632	·616	·996	·380	26·83
62·6250	4466·377	·377	·771	·394	26·44	39·0928	4245·865	·846	·237	·391	27·60
S 62·6574	4466·727	....	·727	.....	.....	39·0000	4245·111	·088	·455	·367	25·91
59·6441	4434·809	·826	·184	·358	24·20	38·2094	4238·714	·687	·970	·283	20·00
58·8922	4427·033	·055	·420	·365	24·71	37·8903	4236·148	.....	·118	.....	.....
57·7113	4414·969	·995	·293	·298	20·24	37·7595	4235·099	·067	·389	·322	22·80
57·7357	4415·216	.....	·298	.. ...	.....	35·7580	4219·234	·190	520	·330	23·46
56·6743	4404·521	·555	·951	·396	27·00	35·8006	4219·568	.....	·523	.....	.....
56·7116	4404·894	.....	·928	.....	.....	34·1261	4206·555	·550	·830	·280	19·96
55·7087	4394·917	·969	·286	·326	22·23	S 33·5585	4202·198	.....	·195	.....	.....
53·7787	4376·048	....	·107	.....	.....	33·2472	4199·820	·820	·114	·294	20·96
52·0352	4359·385	·410	·784	·374	25·74	30·8698	4181·917	.. .	·918	....	.....
51·3175	4352 626	620	·923	·303	20·87	30·5130	4179·270	·270	·542	·272	—19·53
49 9838	4340·221	·192	·634	·442	—30 47						

s_o = 217·5467
λ_o = 2794·146
$\log c$ = 5·4134086

$\epsilon = \pm 2·91$
$\epsilon_o = \pm 0·55$

Mean.. ... — 23·59
V_a .. .... + 19·76
V_d ..... + 0·11
Curvature — 0·50 + 19·37

Radial Velocity.....— 4·2

α BOÖTIS 216.

1906. March 5.
G. M. T. $19^h\ 40^m$

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·2445	4528·883	.....	·798	.....	.....	52·0552	4359·469	·474	·784	·310	−21·32
67·6985	4522·565	·488	·855	·367	−24·40	51·3263	4352·619	·627	·923	·296	20·39
65·2425	4494·745	.....	·755	.....	....	50·0096	4340·396	·406	·634	·228	15·74
64 0977	4482·078	·084	·434	·350	23·41	49·6589	4337·208	.....	·216	.....	....
63·5290	4475·856	·843	·214	·371	25·43	S 47·2346	4315·255	.....	·255	.....	.....
63·5625	4476·221	.....	·207	.....	.....	44·8461	4294·264	.....	·290	.....	.....
62·6566	4466·477	·478	·771	·293	19·67	41·8315	4268·586	·612	·888	·276	18·38
S 62 6878	4466·736	.....	·737	.....	.....	40·8765	4260·634	.....	·656	.....	....
62·4786	4464·483	484	·772	·288	19·32	39·2497	4247·285	·303	·566	·263	18·55
61·9652	4458·981	·990	·304	·314	21·11	39·1747	4246·680	·698	·996	·298	21·02
61·9942	4459·291	.....	·301	.....	.....	39·0838	4245·937	·954	·237	·283	19·91
60·8855	4447·527	·539	·892	·353	23·79	38·1841	4238·673	·688	·970	·282	19·96
58·9128	4427·003	·035	·420	·385	26·06	37·8640	4236·105	.....	·118	.....	.....
57·7392	4415·033	·050	·293	·243	16·50	36·6947	4222·080	·050	·382	·332	23·57
57·7600	4415·244	.....	·301	.....	.....	35·7286	4219·211	·168	·520	·352	25·00
56 6990	4404·572	·584	·951	·367	24·95	35·7738	4219·566	.....	·523	.....	....
56·7312	4404·897	.....	·929	.....	.....	S 33·5256	4202·196	.....	·195	.....	.....
55·7300	4394·946	·968	·286	·318	−21·70	33·2172	4199·845	·845	·114	·269	−19·18
53·7985	4376·101	.....	·104	.....	.....						

$s_\circ$ = 217·3159
$\lambda_\circ$ = 2799·501
$\log c$ = 5·4112854

ϵ = ± 2·87
$\epsilon_\circ$ = ± 0·60

Mean..... − 21·33
V_a ..... + 16·18
V_d ..... + 0·04
Curvature — 0·46
− 15·76
Radial Velocity .... − 5·6

α BOÖTIS 220.

1906. March 23.
G.M.T. 19h 20m

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
72·7633	4584·308	.....	·018	....	.. ..	49·6351	4337·150	.....	·216	.....	....
71·2477	4565·701	·501	·726	·225	—14·70	47·1867	4314·938	·938	·178	·240	—16·68
69 9201	4549 719	·597	·766	·169	11·13	S 47·2222	4315·256	.....	·255	..	.....
69·9238	4549 763	...	·642	.....	.....	44·8166	4294·040	·050	·273	·223	15·57
68·7520	4535·895	·789	·965	·176	11·64	44·8441	4294·279	...	·290	.....	.....
68·1357	4528·689	·591	·807	·216	14·30	44·1117	4287·935	·943	·134	·191	13·35
68·1535	4528·896	.....	·798	.....	.....	42·5703	4274·759	·764	·922	·158	11·09
65 1680	4494·810	.....	·738	.....	.....	40·8895	4260·656	.....	·656	.....	.....
63·4685	4476·000	·920	·214	·294	19·43	39·6915	4250·765	·762	·954	·192	13·53
63·4935	4476·274	....	·185	.....	.....	39·2740	4247·350	·345	·566	·221	15·60
62·7826	4468·527	·500	·663	·163	10·94	39·2032	4246·773	·766	·996	·230	16·21
62 6013	4466·563	·563	·771	·208	13 96	39·1100	4246·613	·004	·237	·233	16·42
S 62·6174	4466·738	....	·737	.....	.....	38·2238	4238·830	·820	·970	·150	10·60
62·4288	4464·698	·700	·884	184	12 08	37·8608	4235·909	·898	·112	·214	15·12
58·8780	4427·224	250	·420	170	11·51	37·8885	4236·131	.....	·118	.....	.....
57·6937	4415·096	·130	·293	163	11·16	37·7724	4235·200	·188	·389	·201	14·23
57·7096	4415·258	...	·293	...	.....	36·1369	4222·196	·185	·382	·197	13·99
57 0296	4408·374	·400	·550	·150	16·20	35·7745	4219·346	·335	·520	·185	13·16
56·6656	4404·714	·732	·951	·219	14·90	35·7985	4219·534	....	·523	.....	.....
56·6852	4404·911	.....	·929	.....	.....	34·1431	4206·659	·656	·830	·174	12·41
55·6940	4395·025	·040	·286	·246	16·78	S 33·5622	4202·196	.....	·195	.....	.....
53·7617	4376·099	.....	·104	.....	.....	33·2714	4199·973	·973	·114	·141	10·00
53·2457	4371 121	·126	·312	·186	12 76	32·0479	4190·692	·689	·874	·185	13·23
51·3123	4352·746	·750	·903	·153	10·54	30·8763	4181 923	.....	·918	.....	.....
51·2077	4351·764	·769	·006	·237	16·32	30·5355	4179·396	·391	·523	·132	— 9·47
49·9958	4340·478	·483	·634	·151	—10·43						

s_o = 216·4974
λ_o = 2801·149
log c = 5 4087498

ϵ = ± 2·45
ϵ_o = ± 0·42

Mean..... −13·33
V_a ..... + 9·24
V_d ..... 0·00
Curvature.. − 0·50
+ 8·74

Radial Velocity .... − 4·6

α BOOTIS 230.

1906. March 28.
G. M. T. 19h 15m

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
72·815	4584·219	.....	·018	....	.....	49·999	4340·447	·480	·634	·154	−10·64
70·210	4552·542	·435	·594	·159	— 10·47	49·640	4337·144	.....	·216	.....	.....
69·972	4549·703	·606	·766	·160	10 54	49·168	4332·823	·850	·988	·138	9·55
69·975	4549 739	.....	·642	.....	.....	47·186	4314·943	·943	·178	·235	16·33
68·804	4535·908	·823	·965	·142	9·38	S 47 221	4315·255	....	·255	.....	.....
68·185	4528 684	·623	·807	·184	12·18	44·811	4294·059	·080	·273	·193	13·47
68·200	4528·859	.....	·798	.....	.....	44·833	4294·247	.....	·290	.....	.....
64·074	4482·204	·188	·434	·246	16·16	42·558	4274·776	·800	·922	·122	8·56
61·950	4459·157	·151	·304	·153	10·28	41·739	4267·890	·900	·035	·135	9·48
61·964	4459·308	.....	·301	.....	.....	40·871	4260·661	.....	·656	....	.....
S 62·655	4466·737	...	·737	.....	.....	40·588	4258·320	·320	·477	·157	11·05
60·868	4447·660	·676	·892	·216	14 55	40·103	4254·325	·325	·505	·180	12·69
60·356	4442·274	·294	·510	·216	14·60	39.672	4250·793	·793	·954	·161	11.35
58·906	4427·213	·243	·420	·177	11·98	39·261	4247·441	·441	·566	·125	8·82
57·720	4415·097	·130	·293	·163	11·06	39·183	4246·807	·808	·996	·188	13·27
57·735	4415·249	.....	·301	.....	.....	38·322	4239·841	·842	·975	·133	9·41
57·056	4408·394	·429	·550	·121	8·23	37·839	4235·963	·965	·112	·147	10·39
56·688	4404·701	·737	·951	·213	14·48	37 858	4236·115	.....	·118	.....	.....
56·707	4404·892	.....	·929	...	.....	35·743	4219·374	·360	·520	·160	11·38
55·718	4395·052	·090	·286	·196	13·37	35·765	4219·546	.....	·523	.....	.....
55·191	4389·859	·900	·105	·205	14·00	34·111	4206·722	·715	·830	·115	8·20
54·098	4379·194	·236	·396	·160	10·95	S 33 520	4202·195	....	·195	.....	.....
53·756	4375·887	·930	·107	·177	12·12	33·235	4200·022	·020	·114	·094	6·72
53 774	4376·061	...	·104	.....	.....	32·005	4190·724	·718	·874	·156	11·17
52·045	4359·546	·590	·784	·194	13·34	30·826	4181·927	.....	·918	.....	.....
51·325	4352·772	·810	·923	·113	7·78	30·492	4179·455	·440	·542	·102	−·7·31
51·221	4351 797	·830	·006	·176	−11·92						

s_o = 216·484
λ_o = 2805·448
log c = 5·4074833

ϵ = ± 2·39
ϵ_o = ± 0·39

Mean ..... — 11·27
V_a ..... + 7·13
V_d ..... — 0·04
Curvature — 0·50 + 6·59

Radial Velocity..... — 4·7

α BOÖTIS 238

1906. April 2,
G. M. T. $19^h\ 50^m$

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
72·856	4584·340		·018			47·832	4320·739	·780	·992	·212	−14·71
71·341	4565·798	·560	·726	·166	−10·92	47·186	4314·962	·962	·178	·216	15·01
70·006	4549·776		·642			S 47·2185	4315·255		·255		
68·835	4535·961	·850	·965	·115	7·60	44·811	4294·108	·160	·273	·113	7·89
68·218	4528·770	·670	·807	·137	9·08	44·826	4294·238		·290		
68·229	4528·897		·798			42·550	4274·784	·824	·922	·098	6·88
65·231	4494·784		·755			40·855	4260·624		·656		
64·103	4482·296	·280	·434	·154	10·30	40·094	4254·355	·380	·505	·125	8·81
S 62·6735	4466·737		·737			39·659	4250·795	·814	·954	·140	9·87
61·557	4454·778	·790	·962	·172	11·57	39·356	4248·327	·341	·448	·104	7·34
58·925	4427·264	·300	·420	·120	8·12	39·241	4247·392	·408	·566	·158	11·13
57·735	4415·124	·175	·293	·118	8·01	39·169	4246·807	·819	·996	·177	12·49
57·745	4415·225		·301			38·307	4239·844	·849	·975	·126	8·90
57·067	4408·392	·445	·550	·105	7·14	37·822	4235·956	·958	·112	·154	10·88
56·700	4404·711	·768	·951	·183	12·44	37·842	4236·116		·118		
56·716	4404·871		·929			36·086	4222·210	·185	·382	·197	13·99
55·730	4395·074	·118	·286	·168	11·46	35·729	4219·416	·383	·520	·137	9·74
53·785	4376·098		·104			35·747	4219·556		·523		
53·270	4371·149	·199	·312	·113	7·68	S 33·4967	4202·195		·195		
53 114	4369·660	·710	·856	·146	10·01	33·214	4200·034	·032	·114	·082	5·78
52·051	4359·558	·608	·784	·176	12·11	31·213	4185·000	·982	·058	·076	5·45
51·330	4352·783	·833	·923	·090	6·20	30·800	4181·936		·918		
51·220	4351·755	·805	·006	·201	13·81	30·466	4179·468	·450	·523	·073	5·24
50·003	4340·467	·517	·634	·117	−8·08	29·553	4172·767	·755	·883	·128	9·20
49·634	4337·077		·216			29·316	4171·039	·010	·140	·130	− 9·35

$s_\circ$ = 216·573
$\lambda_\circ$ = 2806·810
$\log c$ = 5·4073251

$\epsilon = \pm 2{\cdot}63$
$\epsilon_\circ = \pm 0{\cdot}44$

Mean..... − 9·62
V_a ..... +5·07
V_d ..... − ·11
Curvature. − ·50 + 4·46

Radial Velocity..... − 5·2

α BOÖTIS 252.

1906. April 24.
G. M. T. $15^h\ 55^m$

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·8622	4536·063	·980	·965	·015	+1·00	53·1215	4369·887	·887	·856	·031	+2·13
68·6340	4533·402	·325	·349	·021	−1·39	51·3262	4352·936	·936	·923	·013	+0·89
68·3267	4529·832	·756	·784	·028	−1·85	49·9981	4340·630	·630	·634	·004	−0·28
68·2440	4528·874	·803	·807	·004	−0·27	49·6240	4337·199	·199	·216	·017	−1·17
68·2435	4528·869	...	·798	.....	.....	S 48·3848	4325·941	.....	·941	.....	.....
67·7256	4522·893	·825	·855	·030	−1·99	47·5942	4318·845	·845	·817	·028	+1·94
64·1233	4482·442	·422	·434	·012	−0·80	47·1771	4315·128	·120	·178	·058	−4·03
63·5502	4476·182	·170	·214	·044	−2·94	47·1938	4315·277	.....	·255	....	.....
63·5602	4476·291	....	·207	.....	.....	44·7979	4294·268	·268	·273	·005	−0·35
63·2598	4473·027	·019	·957	·042	+2·82	44·8003	4294·289	.....	·290	.....	.....
62·6810	4466·775	·775	·771	·004	+0·27	42·5350	4274·954	·954	·922	·032	+2·25
S 62·6775	4466·738	....	·737	.....	.....	41·8106	4268·877	·877	·888	·011	−0·77
61·9827	4459·294	·296	·304	·008	−0·54	40·8208	4260·653	.....	·656	.....	.....
59·7462	4435·780	·785	·851	·065	−4·39	39·5587	4250·300	·300	·287	·013	+0·92
58·9305	4427·369	·377	·420	·043	−2·91	39·2266	4247·601	·601	·566	·035	+2·47
57·7471	4415·320	·332	·293	·039	+2·65	38·9594	4245·436	·436	·455	·019	−1·34
57·7440	4415·289	...	·301	.....	.....	37·7925	4236·055	·055	·112	·057	−4·02
57·0772	4408·578	·593	·550	·043	+2·93	37·8002	4236·117	....	·118	.....	.....
57·0036	4407·841	·855	·851	·004	+0·27	36·0615	4222·365	·365	·382	·017	−1·21
56·8982	4406·786	·800	·810	·010	−0·68	35·6994	4219·535	·535	·520	·015	+1·07
56·7053	4404·860	·880	·951	·071	−4·82	35·7051	4219·579	.....	·523	....	.....
56·7102	4404·908	....	·929	.....	.....	33·4496	4202·195	.....	·195	.....	.....
55·7335	4395·223	·240	·286	·046	−3·14	31·1717	4185·066	·066	·058	·008	+0·57
54·5583	4383·723	.....	·724	.....	.....	30·7466	4181·916	....	·918	.....	.....
54·1162	4379·382	·382	·396	·014	−0·96	29·8175	4175·080	·080	·110	·030	−2·15
53·7646	4376·051	·051	·107	·056	−3·84						

$s_\circ$ = 217·3804
$\lambda_\circ$ = 2801·977
log c = 5·4108502

ϵ = ± 2·17
$\epsilon_\circ$ = ± 0·36

Mean... −0·64

V_a ... − 4·50
V_d ..... + 0 10
Curvature − 0·50 −4·90

Radial Velocity .... −5·5

α BOÖTIS 253.

1906. April 24.
G. M. T. 17h 30m

Observed by J, S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
68·8761	4536·080	·030	·965	·065	+ 4·30	53·7767	4376·142	·145	·107	·038	+ 2·60
68·6478	4533·381	·345	·349	·004	− 0·26	53·1259	4369·908	·910	·856	·054	+ 3·70
68·2536	4528·848	·820	·807	·013	+ 0·85	51·3321	4352·978	·980	·923	·057	+ 3 90
68·2516	4528·825	.....	·798	. .	.. ..	50·0002	4340·641	·643	·634	·009	+ 0·62
67·7406	4522·933	·900	·855	·045	+ 2·98	49·6280	4337·229	·230	·216	·014	+ 0·97
65·2444	4494·723	.....	·755	.....	.....	S 48·3850	4325·941	.....	941	.....	.....
64·1330	4482·452	·425	·434	·009	− 0·60	47·8299	4320·954	·940	·992	·052	− 3·60
63·5652	4476·253	·230	·214	·016	+ 1·07	47·1836	4315·188	·148	·178	·030	− 2·08
63·5630	4476·230	...	·207	. .	.....	47·1965	4315·303	.....	·255	.. ..	.....
62·6932	4466·822	·822	·771	·051	+ 3·42	44·7991	4294·288	·260	·273	·013	− 0·91
S 62·6850	4466·734	...	737	... ..	.....	44·8024	4294·317	.....	·290	.....	.....
58·9405	4427·417	·420	·420	·000	0·00	41·7156	4268·100	·074	·035	·039	+ 2·74
57·7546	4415·348	·355	·293	·062	+ 4·21	40·8215	4260·678	.....	·656	.. ..	.....
57·7492	4415·293	.. .	·301	.....	.....	39·2276	4247·630	·610	·566	·044	+ 3·10
57·0861	4408·623	·633	·550	·083	+ 5·64	39·1535	4247·030	·010	·996	·014	+ 0·98
57·0096	4407 857	·870	·851	·019	+ 1·30	38·2852	4240·025	·998	·975	·023	+ 1·62
56·7149	4404·913	.....	·929	.. ..	.....	35·7043	4219·600	·585	·520	·065	+ 4·62
56·7160	4404·924	·938	·951	·013	− 0·88	35·6965	4219·539	.....	·523	.. ..	.....
56·3865	4401·645	·652	·589	·063	+ 4·28	S 33·4458	4202·195	.....	·195	.....	.....
55·7445	4395·295	·301	·286	·015	+ 1·02	31·9514	4190·912	·910	·874	·036	+ 2·58
54·5608	4383·718	...	·724	.....	.....	30·7433	4181·922	.....	·918	....	.....
54·1140	4379·392	·395	·396	.. .	0·00	30·4312	4179·618	·612	·542	·070	+ 5·02

s_o = 217 7153
λ_o = 2799·574
log c = 5·4123938

ϵ = ± 2·25
ϵ_o = ± 0·41

Mean... .. + 1·77
V_a..... − 4·58
V_d.. . . − 0·04
Curvature − 0·50
— 5·12
Radial Velocity . ... − 3·4

α BOÖTIS 300.

1906. June 18
G. M. T. $14^h\ 25^m$

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·9018	4536·317	·297	·965	·332	+21 94	49·6279	4337·447	·456	·216	·240	+ 16·58
68·2785	4529·086	·076	·807	·269	17·80	S 48·3593	4325.941	.....	·941	.....	.....
68·2555	4528·820	.....	·798	.....	.....	47·8294	4321·185	·181	·907	·274	18·98
67·7685	4523·214	·194	·855	·339	22·47	47·5954	4319·094	·089	·817	·272	18·84
65·2475	4494·762	.....	·755	.....	.....	47·1786	4315·384	·379	·178	·201	13·96
64·1535	4482·709	·710	·434	·276	18·45	47·1664	4315·277	.....	·255	.....	.....
S 63·5573	4476 205	.....	·207	.....	.....	44·7978	4294·537	·503	·273	·230	16·05
62·7055	4467·007	·007	·771	·236	15·83	44·7736	4294·328	.....	·290	.....	.....
62·6817	4466·751	.....	·737	.....	.....	42·5271	4275·214	·194	·922	·272	19·06
62·0052	4459·520	508	·304	·204	13·70	41·8012	4269·096	·086	·888	·198	13·89
61·6045	4455·266	·254	·962	·292	19·65	40·7833	4260·650	.....	·656	.....	.....
58·9537	4427·662	·674	·420	·254	17·19	40·5515	4258·740	·746	·477	·269	18·93
57·7587	4415·517	·547	·293	·254	17·19	39·6316	4251·209	·211	·954	·257	18·11
57·7342	4415·269	.....	·301	.....	.....	39·2131	4247·809	·812	·566	·246	17·34
57·0962	4408·860	·870	·550	·320	21·76	39·1386	4247·197	·200	·996	·204	14·38
57·0194	4408·093	·103	·851	·252	17·13	38·9496	4245.675	·670	·455	·215	15·17
56·7016	4404·922	.....	·929	.....	.....	38·2761	4240·252	·244	·975	·269	19·01
55·7511	4395·513	·525	·286	·239	16·29	37·7896	4236·360	·353	·112	·241	17·03
54·5411	4383·706	.....	·724	.....	.....	37·7603	4236·127	.....	·118	.....	.....
54·1234	4379·655	·670	·396	·274	18·74	36·0537	4222·642	·634	·382	·252	17·89
53·2821	4371·580	·594	·312	·282	22·05	35·6857	4219·767	·761	·520	·241	17·11
51·9567	4359·027	·032	·732	·300	20·61	S 33·4034	4202·195	.....	·195	.....	.....
51·3380	4353·236	·247	·923	·324	22·97	33·1641	4200·377	·377	·114	·263	18·75
50·0025	4340·879	·889	·634	·255	+ 17·59	30·4072	4179·773	·773	·542	·231	+16·56

s_o = 218·2261
λ_o = 2796·707
log c = 5·4145824

ϵ = ± 2·41
ϵ_o = ± 0·41

Mean..... + 17·95
V_a ..... — 22·55
V_d ..... — 0·07
Curvature — 0·46 — 23·08

Radial Velocity.....— 5·1

α BOÖTIS 312.

1906. June 27.
G.M.T. 14h 0m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·9161	4536·195	·265	·965	·300	+19·83	S 48·3616	4325·941	.....	·941	....	.....
68·3002	4529·021	·101	·807	·294	19·46	47·1843	4315·246	·378	·178	·200	+ 13·90
68·2736	4528·715	.....	·798	.....	.....	47·1715	4315·313	.....	·255	....	.....
67·7877	4523·131	·209	·855	·354	23·47	44·7963	4294·536	·500	·273	·227	15·84
65·2656	4494·708	....	·755	.....	.....	41·7074	4268·349	·332	·035	·297	20·84
64·1751	4482·706	·729	·434	·295	19·73	40·7809	4260 673	....	·656	.....	.....
63·5762	4476 187	.....	·207	.....	.....	39·6320	4251 263	·248	·954	·294	20·72
S 62·6999	4466·737	..	·737	.....	.....	39·3270	4248·786	·774	·448	·326	22·98
58·9697	4427·675	·715	·420	·295	19·97	39·2168	4247·893	·882	·566	·316	22·27
57·7722	4415·531	·586	·293	·293	19·89	38·9482	4245·720	·711	·455	·256	18·07
57·7450	4415·245	. .	·301	...	.....	38·2745	4240·301	·297	·975	·322	22·76
57·1018	4408·794	·847	·550	·297	20·19	37·7808	4236·353	·353	·112	·241	17·06
54·5492	4383·683	....	·724	.. ..	.....	37·7525	4236·128	.....	·127	.....	.....
53·7903	4376·368	·408	·107	·301	20·58	36·0429	4222·632	·632	·382	·250	17·75
51·3451	4353·249	·272	·923	·349	24·01	S 33·3917	4202·195	.....	·195	.....	.....
51·2366	4352·239	·262	·006	·256	17·66	30·3850	4179 713	·773	·542	·231	+16·56
50·0153	4340·957	·960	·634	·326	+ 22·49	29·6728	4174·492	... ..	·659	....	.....

s_o = 218·6778
λ_o = 2794·301
log c = 5·4164126

ϵ = ± 2·64
ϵ_o = ± 0 56

Mean..... +19·82

V_a ... . −24·00
V_d .. .. .. − 0·09
Curvature. − 0·46

−24·55

Radial Velocity ..... − 4·7

α BOÖTIS 319.

1906. July 2.
G. M. T. 14h 20m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·9275	4536·133	·273	·965	·308	+ 20·32	51·2682	4352·353	·306	·006	·300	+ 20·67
68·3053	4528·928	·078	·807	·271	17·94	50·4569	4344·832	·830	·597	·233	16·07
68·2800	4528·636	.....	·798	.....	.....	S 48·3841	4325·941	.....	·941	.....	.....
67·7952	4523 066	·166	·855	·311	20·61	47·6343	4319·220	·159	·817	·342	23·76
65·2758	4494·678	....	·755	....	.....	47·1935	4315·297	....	·255	.....	.....
63·6168	4476·486	·486	·214	·272	18·19	44·8325	4294·616	·573	·273	·300	20·94
S 63·5910	4476·210	.....	·207	.. ..	.....	42·5657	4275·280	·230	·922	·308	21·56
62·9963	4469·781	·809	·520	·289	19·36	40·8200	4260·718	.....	·656	....	.....
62·7086	4466·690	.. ..	·737	.....	.....	39·6727	4251·311	·261	·954	·307	21·64
62·0433	4459·586	·601	·304	·297	19·95	39·3722	4248·866	·816	·448	·368	25·94
61·6333	4455·238	·262	·962	·300	20·19	39·2602	4247·957	·907	·566	·341	24·04
58·9892	4427·730	·750	·420	·330	22·34	38·3182	4240·353	·313	·975	·338	23·82
57·7962	4415·612	·622	·293	·329	22·30	37·8272	4236·421	·396	·112	·284	20·07
57·7601	4415·248	..	·301	.....	.....	36·0940	4222·707	·687	·382	·305	21·62
57·1226	4408·849	·857	·550	·307	20·87	S 33·4385	4262·194	.....	·195	.....	.....
56·7348	4404·982	.....	·929	....	.....	33·2004	4200·383	·393	·114	·279	19·89
55·7915	4395·648	·598	·286	·312	21·27	30·4460	4179·768	·788	·523	·265	19·00
52·1057	4360·193	·143	·784	·359	24·66	29·8402	4175·314	·344	·110	·234	+ 16·77
51·3717	4353·317	·267	·923	·334	+ 22·97						

s_o = 219·4785
λ_o = 2785·562
log c = 5·4208635

ϵ = ± 2·33
ϵ_o = ± 0·45

Mean..... + 20·24

V_a ... . — 24·52
V_d ..... — 0·14
Curvature — 0·46

— 25·12

Radial Velocity... .....— 4·9

α BOOTIS 325.

1906. July 4. Observed by J. S. PLASKETT.
G. M. T. $13^h\ 55^m$. Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
68·8850	4536·408	·268	·965	·303	+ 20·02	53·2899	4371·683	·688	·312	·376	+ 25·75
68·4745	4531·628	·518	·202	·316	20·88	53·1367	4370·222	·227	·856	·371	25·45
68·2654	4529·204	·094	·807	·287	19·66	52·0664	4360·078	·083	·784	·299	20·54
68·2399	4528·909	.....	·798	.....	.....	51·3401	4353·266	·271	·923	·348	23·94
67·7505	4523·263	190	·855	·335	22·21	51·2346	4352·286	·291	·006	·285	19·60
S 65·2291	4494·754	.....	·755	.....	.....	50 0121	4340·974	·979	·634	·345	23·80
64·1472	4482·810	·800	·434	·366	24·31	S 48·3592	4325·942	.....	·941	.....	.....
63·5447	4476·230	.....	·207	.....	.....	47·6046	4319 177	·184	·817	·367	23·38
63·2741	4473·293	·281	·957	·324	21·70	47·1813	4315·407	·414	·178	·236	16·37
62·7028	4467·124	·110	·771	·339	22·71	47·1638	4315·252	.....	255	.....	.....
62·6702	4466·773	.....	·737	.....	.....	44·8027	4294·575	·580	·273	·307	21·42
62·0043	4459·643	·628	·304	·324	21·77	44·7705	4294·297	.....	·290	.....	.....
59·7084	4435·523	·508	·184	·324	21·90	42·5381	4275·268	·268	·922	·346	24·25
58·9507	4427·718	·706	·420	·286	19 36	40·7839	4260 654	.....	·656	.....	.....
57·7657	4415·658	·648	·293	·355	24·10	39·0576	4246·553	·540	·237	·303	21·39
57·7302	4415·300	.....	·301	.....	.....	38·9597	4245·762	·749	·455	·294	20·75
57·0929	4408·890	·880	·550	·330	22·44	38 2855	4240·335	·322	·975	·347	24·53
56 7220	4405·185	·180	·951	·229	15·57	37·7072	4235·713	·700	·389	·311	21·98
56·6982	4404·946	.....	·929	.....	.....	35·6968	4219·873	·863	·520	·345	24·35
55·7514	4395·565	·565	·286	·279	19·70	35·6555	4219·551	..	·523	.....	.....
54·5411	4383·732	.....	·724	.....	.....	S 33·3992	4202·195	.....	·195	.....	.....
54·1248	4379·703	·706	·396	·310	+ 21·20	30·4134	4179·872	·879	·542	·337	+ 24·16

s_o = 216·9934
λ_o = 2807·280
log c = 5·4084067

ϵ = ± 2·40
ϵ_o = ± 0·42

Mean .. + 21·90
V_a ..... — 24·69
V_d ..... — 0·11
Curvature — 0·46 —25·26
Radial Velocity..... — 3·36

α BOÖTIS 325

1906. July 4
G. M. T. 13h 55m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
70·0230	4549·578	..	·642	.....	.....	54·1358	4379·711	·706	·396	·310	+ 21·20
68·8939	4536·309	·345	·965	·380	+25·11	53·7883	4376·364	·354	·107	·247	16·89
68 2762	4529·132	·157	·807	·350	23·17	53 3015	4371·699	·689	·312	·377	25·82
68 2456	4528·778	....	·798	.....	.....	53·1466	4370·220	·210	·856	·354	24·28
67·7622	4523·207	·235	·855	·380	25·19	52·0740	4360 057	·047	·784	·263	18 06
65·2392	4494·702	.....	·755	.....	.....	51·3511	4353·282	·273	·923	·350	24·08
64·1565	4482·756	·781	·431	·347	23·21	51·2478	4352·319	·309	·006	·303	20·84
63·2802	4473·211	·221	·957	·264	17·68	50·0192	4340·951	·914	·634	·310	21·39
62·9723	4469·883	·890	·520	·370	24·82	S 48·3687	4325·941	.....	·941	.....	.....
62·7153	4467·114	·114	·771	·343	23·01	47·1950	4315·444	·444	·178	·266	18·48
S 62·6801	4466·737	.....	·737	.....	.....	46·3626	4308·086	.....	·081	.....	.....
62·0136	4459·605	·600	·304	·296	19·89	44·8085	4294 539	·543	·273	·270	18·84
60·9390	4448·233	·223	·892	·331	22·27	42·5507	4275·287	·297	·922	·375	26·28
58·9621	4427·716	·716	·420	·296	20·71	40·7927	4260·636	.....	·656	.....	.....
57·7405	4415·291	.	·301	.....	.....	38·9650	4245·712	·725	·455	·270	19·06
57·1052	4408·905	·905	·550	·355	24·14	38·2939	4240·308	·325	·975	·350	24·74
56·7073	4404·931	....	929	.....	.....	35·7035	4219 823	·830	·520	·310	+22·01
55·7606	4395·553	·553	·286	·267	+ 18·89	S 33·4136	4202·195	.. ..	·195	.....	.....

s_o = 217·5645
λ_o = 2802·185
log c = 5·4113050

ϵ = ± 2 80
ϵ_o = ± 0·54

Mean .... +21·91
$V_{\hat{a}}$ ..... — 24·69
V_d ... . — 0·11
Curvature.. — 0·46 —25·26
Radial Velocity ..... — 3 3

γ AQUILAE 323.

1906. July 2.
G. M. T. 19h 10m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
70·4754	4554·043	·063	·211	·148	— 9·73	58·9964	4427·346	·320	·420	·100	— 6·77
70 0992	4549·578	·598	·766	·168	10·54	57·8015	4415·204	.....	·301	.. .	.....
70·0948	4549 526	....	·642	.....	.....	57·4977	4412·146	·130	·200	·070	4·75
68·9211	4535·742	·754	·965	·211	13·94	56·7777	4404·955	.....	·929	.....	.....
68·5073	4530·935	·945	·202	·257	-17·01	55·7813	4395 083	·078	·286	·208	14·18
S 68·3226	4528·798	....	·798	.....	.....	S 54·6181	4383·724	....	·724	.....	.....
68·3107	4528 660	·660	·807	·147	9·73	53·3232	4371·268	·268	·312	·044	3·01
67·8020	4522·801	·805	·855	·050	3·33	49·3102	4333·884	·889	·925	·036	2·49
65·3177	4494·754	... .	·755	.....	.....	49·1830	4332·728	·733	·988	·255	-17·64
64·1909	4482·331	·316	·434	·118	— 7·89	S 48·4322	4325·941	.....	·941	.....	.....
62·7553	4466·768	..	·737	.....	.....						

s_o = 217·5952
λ_o = 2803·551
log c = 5·4108313

ϵ = ± 5·29
ϵ_o = ± 1 46

Mean .. . — 9·31
V_a ..... + 8·23
V_d ..... — 0·09
Curvature . — 0·46 + 7·68
Radial Velocity .... — 1·6

SESSIONAL PAPER No. 25a

γ AQUILAE 323

1906, July 2.
G. M. T. 19h 10m

Observed by J. S. PLASKETT.
Measured by J. S. PLASKETT.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
S 68·2611	4528·798	.....	·798	...	.....	57·4363	4412·099	·109	·200	·091	- 6·17
68·2486	4528·654	·644	·807	·163	- 10·79	S 56·7195	4404·928	...	·929	..	.....
67·7407	4522·890	·790	·855	·065	4·30	55·7213	4395·048	·068	·286	·218	14·86
65·2591	4494·764		·755	.....	.. ....	54·5544	4383·654	....	·724	..	.....
63·5590	4476·081	066	·214	·148	9·90	54·1011	4379·272	·307	·396	·089	6·08
63·5747	4476·251	..	·207	. .	..... .	53·2611	4371·214	·254	·312	·058	3·97
63·2562	4472·797	·777	·957	·180	12·06	48·3706	4325·903	..	·941	....	.....
62·8556	4468·472	·457	·663	·206	13·80	45·3826	4299·491	. ..	·420	. .	.....
62·6865	4466·653	·638	·771	·133	8·92	S 43·4116	4282·567	....	·567	....	.....
62·6911	4466·702	.....	·737	..	.....	41·5536	4256·961	·901	·122	·221	15·53
58·9322	4427·273	·273	·420	·147	- 9·95	40·5218	4258·431	·341	·477	·136	- 9·57
57·7439	4415·196	. ...	·301	....	....	40·8046	4260·764	.....	·656	.... .	.....

s_o = 216·8339
λ_o = 2810·371
log c = 5·4070705

ϵ = ± 3·79
ϵ_o = ± 1 05

Mean..... - 9·69
V_a ..... . + 8 23
V_d ..... — 0·09
Curvature.. — 0·50 + 7·64

Radial Velocity..... - 2·0

γ AQUILAE 329.

1906. July 4.
G. M. T. 19h 0m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
S 72·8207	4584·018	.	·018	.....	.... ..	60 8212	4447·711	·701	·892	·191	- 12 85
70·3446	4554·079	·159	·211	·054	— 4·86	58·8533	4427·313	·300	·420	·120	8·12
70·2097	4552·477	·560	·594	·034	2·23	57·6651	4415·244	....	·293	.. ..	.....
68·3800	4531·030	·115	·202	·087	5·75	57·3560	4412·122	·120	·200	080	5·43
68·1787	4528·703	...	·798	. .	.....	56·6385	4404·956	....	·927	....	.....
68·1689	4528·589	·674	·807	·133	8·80	54·0072	4379·175	·163	·396	·233	15·95
67·6579	4522·709	·789	855	·066	4·37	53·1697	4371·141	·131	·312	·181	12·41
65·1750	4494·697	....	·738	....	.....	S 48·2932	4325·939	. ..	·939	.....	....
63·4927	4476·229	....	·185	....	.. ..	44·7005	4294·262	....	·301	.. .	.....
63·1734	4472·769	·779	·957	·178	11·92	40·7184	4260·649	. ..	·656	.....	.....
S 62·6128	4466·727	....	·727	.....	. .....	38·1729	4239·942	·920	·975	·055	- 3 88
62·6032	4466·625	·625	·771	·146	- 9·79						

s_o = 218·2530
λ_o = 2795·704
log c = 5·4151044

ϵ = ± 4 17
ϵ_o = ± 1·20

Mean..... - 8·18
V ... . . + 7·47
V_d ..... . — 0 09
Curvature.. — 0·50 + 6·88

Radial Velocity..... - 1·3

γ AQUILAE 335.

1906. July 6.
G. M. T. $18^h\ 25^m$

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
S 68·3458	4528·798	. ..	·798	.. .	.....	57·5045	4412·153	·133	·200	·067	−4·54
68·3310	4528·630	·630	·807	·177	−11·71	S 56·7811	4404·927	.....	·927	.. ...	.....
67·8220	4522·775	·765	·855	·090	5·96	54·6240	4383·752	.....	·720	.....	.....
65·3382	4494·784	....	·738	..	....	54·1608	4379·280	·280	·396	·116	7·93
63·6429	4476·194	. ..	·185	.....	.....	53·3246	4371·266	·266	·312	·046	3·15
63·3292	4472·798	·768	·957	·189	12 66	49.1909	4332·813	·833	·988	·155	10·72
62·7681	4466·760	.....	·727	.....	.....	S 48·4299	4325·939	. ...	·939	. .	.....
62·7600	4466·672	·642	·771	·129	8·65	47·8642	4320·867	·887	·992	·105	−7·27
59·0061	4427·364	330	·420	·090	− 6 77	46·4197	4308·068	..	·081	.....	....
57·8065	4415·190	.....	·293	.....	..... .						

s_o = 218·6983
λ_o = 2794·480
log c = 5·4162390

ϵ = ± 3·07
ϵ_o = ± 0·96

Mean..... − 7·94
V ..... + 6·66
V_d ..... − 0·04
Curvature.. − 0·46 + 6·16

Radial Velocity..... − 1·8

γ AQUILAE 354.

1906. July 18.
G. M. T. $18^h\ 05^m$

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
73·1626	4586·127	·127	·163	·036	− 2·35	63·3175	4472·932	·897	·957	·060	−4·02
S 72·9902	4584·017	.....	·018	.....	.....	62·7455	4466·782	.. ..	·727	.....	.....
70·5007	4554·081	·131	·211	·080	−5·26	62·7467	4466·796	·751	·771	·020	−1·34
70·3653	4552·480	·530	·594	·064	−4·21	58·9971	4427·548	·468	·420	·048	+3·24
70·1201	4549·589	.....	·642	.....	.....	57·7970	4415·363	.....	·293	.. .	.....
70·1214	4549·606	·656	·766	·110	−7·04	56·7734	4405·109	....	·927	.....	... .
68·9489	4535·908	·945	·965	·020	−1·32	54·6011	4383·761	.....	·720	... ..	..... .
68·5322	4531·091	·131	·202	·071	−4·70	54·1486	4379·383	·338	·396	·058	−3·96
68·3307	4528·771	.....	·798	.....	.....	53·3098	4371·330	·295	·312	·017	−1·16
67·8057	4522·754	·779	·855	·076	−5·03	S 48·4217	4325·938	.....	·939	.....	.....
S 65·3135	4494·738	.....	·738	... .	.....						

s_o = 222·9795
λ_o = 2750·386
log c = 5·4393723

ϵ = ± 2·69
ϵ_o = ± 0·77

Mean. ... − 3·10
V_a ..... + 1·63
V_d .. .. .. − 0·15
Curvature. − 0·46 − 1·02

Radial Velocity..... − 2·1

γ AQUILAE 361.

1906. Aug. 1.
G. M. T. 16h 30m

Observed by W. E. Harper.
Measured by W. E. Harper.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
73·0271	4584·112	.....	·018	.....	.....	*58·9070	4425·956	966	·608	.....	.....
69·0022	4535·993	·923	·965	·042	− 3·43	57·8524	4415·258	.....	293	....	.....
68·5867	4528·863	....	·798	....	....	S 56·8207	4404·927	.....	·927	....	.....
68·3847	4528·840	·780	·807	·027	− 1·78	54·6641	4383·747	..	·720	....	.....
67·8801	4523·036	·976	·855	·121	+ 8·02	54·2231	4379·485	·455	·396	·059	+ 4·03
63·6917	4476·326	·300	·214	·086	+ 5·75	53·3867	4371·463	·423	·312	·111	+ 7·60
S 65·3700	4494·738	....	·738	.....	.....	52·1602	4359·845	·815	·784	·031	+ 2·12
63·6852	4476·256	.....	·185	.....	.....	51·1358	4353 063	·033	·923	·110	+ 7·56
63·3875	4473·031	·003	·957	·046	+ 3·08	49·2552	4332·998	·983	988	·005	− 0·35
62·8042	4466 751	....	·727	.....	.....	S 48·4743	4325·939	.....	·939	.....	.....
62·8162	4466·878	·858	·771	·087	+ 5·83	46·4606	4308·026	.. .	·081	..	.....
61·0374	4448·007	·005	·892	·113	+ 7·60	40·6230	4258·386	·449	·477	·028	− 1·97

s_o = 218·9020
λ_o = 2792·051
log c = 5 4173335

ϵ = ± 4·26
ϵ_o = ± 1·18

Mean ..... + 3·39
V_a ..... − 4·26
V_d ..... + 0 04
Curvature. − 0·50
− 4·72

Radial Velocity... .. − 1·3

* Cannot be used on account of unknown companion in star. Same in all the plates of this star.

β OPHIUCHI 327

1906. July 4.
G. M. T. 16h 30m

Observed by J. S. Plaskett.
Measured by W. E. Harper.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
70·1041	4549·640	...	·642	.....	.....	61·6412	4454·858	·898	·962	·064	−4·98
70·1108	4549·719	·719	·766	047	−3·09	61·0093	4427·448	·470	·420	·050	+4·06
68·9338	4535·889	·899	·965	·066	−4·36	S 56·7792	4404·927	.....	·927	.....	.....
68·5246	4531·129	·139	·202	·063	−4·17	55·8036	4395·269	·259	·286	·037	−2·52
S 68·3220	4528·798	.. .	·798	.....	.....	54·6158	4383·668	.....	·720	.....	.....
68·3200	4528·763	·773	·807	·034	−2·25	53·3300	4371·300	·280	·312	·032	−2·19
67·8007	4522·780	·795	·855	·060	−3·97	52·9850	4368·014	·034	·071	·037	−2·53
65·3145	4494·702	. ...	·738	.....	.....	51·3801	4352·908	·888	·923	·035	−2·40
64·2055	4482·471	·494	·434	·060	+4·01	51·2792	4351·968	·948	·006	·058	−3·99
63·6299	4476·193	.....	·185	.....	.....	S 48·4354	4325·939	.....	·939	.....	.....
63·6257	4476·146	·168	·214	·046	−3·07	47·2285	4315·156	·156	·178	·022	−1·52
63·0152	4469·539	·559	·520	·039	+2·61	46·4276	4308·084	....	·081	.....	.....
62·7528	4466·677	.....	·727	..	... .	44·8394	4294·255	·273	·273	....	0·00
62·0594	4459·300	·322	·304	·018	+1·20						

s_o = 217·2709
λ_o = 2806·634
log c = 5·4091088

ϵ = ± 2·83
ϵ_o = ± 0 66

Mean.... ... — 1·62
V_a ..... — 8·12
V_d ..... — 0·04
Curvature... — 0·50
— 8·66

Radial Velocity.... ..... — 10·3

β OPHIUCHI 334.

1906. July 6.
G. M. T. 16h 25m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
70·1490	4549·692	...	·642	...	.....	62·6100	4464·837	·822	·772	·050	+3·35
70·1518	4549·725	·700	·766	·066	−4·34	59·0296	4427·366	·340	·420	·080	−5·01
68·9727	4535 884	·889	·965	·077	−5 68	S 56·8049	4404·927	...	·927	...	.....
68·5610	4531 104	·119	·202	·083	−6·14	55·8257	4395·245	·250	·286	·036	−2·45
S 68·3616	4528·798	...	·798	.....	.....	54·6447	4383·723	....	·720	.. ...	... .
68·3531	4528·700	·715	·807	·092	−6·75	53·3517	4371·300	·332	·312	·020	+1·37
67·8422	4522·820	·840	·855	·015	−0·83	53·0022	4367·974	·014	·071	·057	−3·91
65·3498	4494·702	...	·738	...	.....	51·3990	4352·902	·932	·923	·009	+0·62
64·2347	4482·419	·429	·434	·005	−0·27	51·2961	4351·945	·975	·006	·031	−2·13
63·6662	4476·225	.....	·185	....	.....	49·9589	4339·609	·624	·684	·060	−4·14
63·6604	4476·161	·161	·214	·053	−2·95	S 48·4516	4325·939	...	·939	...	.....
63·3571	4472·876	·890	·957	·067	−3 72	47·2407	4315·132	·122	·178	·056	−3·88
62·7855	4466·717	....	·727	.....	....	46 4440	4308·106	.....	·081	...	.....

ϵ_o = 217·4535
λ_o = 2806·875
log c = 5·4094677

ϵ = ± 2 77
ϵ_o = ± 0·67

Mean ... . − 2·72
V_a ..... − 8·91
V_d ..... − 0·09
Curvature. − 0·50 − 9·50

Radial Velocity ..... − 12·2

β OPHIUCHI 353.

1906. July 18.
G. M. T. 16h 40m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
70·3261	4549·694	.....	·642	.....	.....	58·0144	4415·271	....	·293	.....	....
70·3387	4549·842	·792	·766	·026	+ 1·71	S 56·9812	4404·927	.....	·927	... .	..... .
69·1679	4536·099	·049	·965	·084	+ 5·55	56 0125	4395·349	·369	·286	·083	+ 5·66
68 7524	4531·279	·239	·202	·037	+ 2·44	55·6725	4392·014	034	·029	·005	+ 0·34
68·5437	4528·859	.....	·798	.....	.....	54·8131	4383·647	....	·720	.....	.....
68·5453	4528·878	·838	·807	·031	+ 2·05	54·0138	4375·944	·964	·107	·043	− 2·94
68·0292	4522·938	·903	·855	·048	+ 3·18	53·5277	4371 297	·317	·312	·005	+ 0·34
S 65·5297	4494·738	.....	·738	.. ..	..... .	53·3781	4369·871	·891	·856	·035	+ 2·40
63·8407	4476·202	.....	·185	.....	....	50·1407	4339·660	·684	·684	. ..	0·00
63·8437	4476·235	·245	·214	·031	+ 2·07	49·8638	4337·131	. . .	·216	.....	.....
63·5450	4472·999	·009	·957	·052	+ 3·48	S 48·6279	4325·939	.....	·939	.....	.....
62·9593	4466·690	.....	·727	.....	.....	47·4360	4315·302	·297	·178	·121	+ 8·40
61 8490	4455·919	·939	·962	·023	− 1·54	46·6185	4308·090	.....	·081	.....	.....
59·2210	4427·522	540	·420	·120	+ 8·12						

ϵ_o = 217·6937
λ_o = 2806·270
log c = 5·4098049

ϵ = ±3·15
ϵ_o = ±0·78

Mean ..... + 2·58
V_a ... . −13·63
V_d ..... − 0·14
Curvature. − 0·50 −14·27

Radial Velocity ..... −11·7

SESSIONAL PAPER No. 25a

α ARIETIS 331.

1906. July 4.
G. M. T. 20h 15m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
70·1910	4549·695	.....	·642	.....	.....	57·8560	4414·751	·731	·293	·562	—38·83
68·9771	4535·418	·400	·965	·565	− 37·34	62·8471	4466·754	.....	·727	.....	.....
68·5655	4530·631	·625	·202	·577	38·19	S 56·8767	4404·927	....	·927	.....	.....
S 68·4073	4528·798	.....	·798	...	.....	55·8451	4394·707	·706	·286	·580	39·55
68·3531	4528·171	·171	·807	·636	42·10	54·7221	4383·729	.....	·720	...	.....
65·4055	4494·738	....	·738	.....	.....	53·8606	4375·412	·417	·107	·690	47·25
63·7212	4476·210	.....	·185	...	.....	53·3698	4370·710	·722	·312	·590	40·47
63 3659	4472·354	·330	·957	·627	42·00	52·0487	4358 199	·215	·670	·455	31·94
63·0550	4468 994	·974	·663	·689	46·23	51·4294	4352·401	·418	·923	·505	34·79
62·1010	4458·768	·744	·304	·560	37·57	50·5322	4344·080	·097	·597	·500	− 34·50
61·6860	4454·359	·335	·962	·627	42·19	S 48·5423	4325·939	.....	·939	.....	.....
59·0447	4426·838	·816	·420	·604	—40·89	46·5401	4308·114	.....	·081	.....	.....

s_o = 217·1678
λ_o = 2806·818
log c = 5·4085157

ϵ = ± 4·11
ϵ_o = ± 1·06

Mean..... − 39·59
V_a ..... + 26·35
V_d ..... + 0·23
Curvature − 0·50
+ 26·08
Radial Velocity.... − 13·5

α ARIETIS 337.

1906. July 6.
G. M. T. 20h 15m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
70·2077	4549·672	...	·642	....	.....	59·0510	4426·799	·780	·420	·640	−43·32
68 9903	4535·328	·320	·965	·645	−42·63	57·8585	4414·694	·678	·293	·615	41·75
68·5825	4530·588	·588	·202	·614	40·64	57·5606	4411 697	·687	·200	·513	34·83
S 68·4279	4528·798	....	·798	.....	.....	S 56·8833	4404·927	.....	·927	.....	.....
68·3740	4528·176	·180	·807	·627	41·50	55·8409	4394·617	·642	·286	·644	43·92
67·8550	4512·198	·236	·943	·707	46 94	54·7208	4383·687	.....	·720	....	.....
65·4206	4494·710	.....	·738	.....	.....	53·8617	4375·406	·450	·107	·657	45 00
64·2381	4481·674	·710	·434	·724	48·43	53·3715	4370·719	·760	·312	·552	38·55
63·7355	4476 195	...	·185	...	.....	52·1511	4359·174	·210	·670	·460	32·28
63·3819	4472·361	·371	·957	·586	39·26	51·4209	4352·347	·377	·923	·546	38·30
63 0624	4468·912	·922	·663	·741	49 72	51·3160	4351·372	·403	·006	·604	−41·61
62·8563	4466·695	.....	·727	...	.....	S 48·5341	4325·939	....	·939	..	.....
62 0966	4458·573	·573	·304	·731	48·97	46·5308	4308·141	...	·081	.....	.....
61 6873	4454·231	·226	·962	·736	—49·53						

s_o = 216·6847
λ_o = 2814·151
log c = 5·4051895

ϵ = ± 4·97
ϵ_o = ± 1·17

Mean ..... − 42·51
V_a ..... + 26·74
V_d ..... + 0·23
Curvature. − 0·50
+ 26·47
Radial Velocity ..... − 16·0

α ARIETIS 364.

1906. Aug. 1.
G. M. T. 19h 30m

Observed by W. E. HARPER.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
72·9557	4583·810	.. .	·018	.....	.....	57·7290	4414·611	·653	·293	·640	—43·45
71·3877	4564·784	·974	·726	·752	−49·33	S 56·7613	4404·927	... ..	·927	....	.....
70·2927	4551·734	·860	·594	·734	48·22	56·6863	4404·180	·191	·951	·760	51·75
70·1052	4549·518	.....	·642	....	.....	55·7136	4394·569	526	·286	·760	51·75
70·0580	4548·961	·076	·766	·690	45·40	54·6112	4383·813	.....	·720	.....	.....
68·8780	4535·153	·205	·965	·760	50·23	54·0871	4378·750	·736	·396	·660	45·14
68·4705	4530·435	·452	·202	·750	49·57	53·2618	4370·841	·712	·312	·600	41·16
S 68·3286	4528·798	.....	·798	....	... .	51·9311	4358·253	·123	·711	·588	40·39
68·2603	4528·011	·011	·807	·796	52·69	51·3056	4352·404	·273	·923	·650	44·78
67·7502	4522·156	·132	·855	·723	47·93	51·2027	4351·632	·502	·006	·504	34·72
65·3235	4494·833	.....	·738	.....	.....	49·5970	4336·647	·536	·216	·680	46·98
64·1417	4481·836	·756	·434	·678	45·35	49·2478	4333·466	·346	·925	·579	40·00
63·6300	4476 270	...	·185	.. ..	.....	48·4254	4326·024	....	·939	...	.....
63·5688	4475·606	·534	·214	·680	45·47	47·1544	4314·663	·593	·178	·585	40·65
63·2642	4472·312	·248	·957	·709	47·50	46·4206	4308·180	.....	·081	.....	.....
62·9495	4468·923	·907	·520	613	41·13	S 44·8286	4294·301	.....	·301	.....	.....
62·7445	4466·722	.....	727	.....	.....	44·7440	4293·571	·577	·273	·696	48·30
62·6855	4466·089	·097	·771	·674	45·22	44·0372	4287·495	·504	·134	·630	44·03
61·5669	4454·194	·284	·962	·678	45·62	42·4963	4274·418	·422	·922	·500	−35·05
58·9280	4426·774	·854	420	·566	—38·31	42·2165	4272·067	.....	·934	.....	.....
57·7916	4415·243	.....	·293	.....	....						

s_o = 219·8443
λ_o = 2782·388
log c = 5·4226038

ϵ = ± 4·68
ϵ_o = ± 0·88

Mean..... − 45·00
V_a..... + 28·83
V_d..... + 0·14
Curvature.. − 0·50
+ 28·47
Radial Velocity... ..... − 16·5

α ARIETIS 393.

1906. Sept. 10
G. M. T. 19h 05m

Observed by W. E. HARPER.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
S 68·3295	4528·798	...	·798	.....	.....	57·8198	4415·189	.....	·293	.....	.....
68·2791	4528·214	·217	·807	·590	−39·00	S 56·7961	4404·927	.....	·927	.. .	.....
67·7681	4522·321	·365	·855	·490	33·15	55·7538	4394·611	·706	·286	·580	−40 23
64 1633	4481·877	·967	·434	·467	31·24	54·6241	4383·583	....	·720	.....	.....
63 6339	4476·099	.....	·185	..	... .	53·2800	4370·661	·782	·312	·530	−36·35
63·2871	4472·335	·427	·957	.530	−35·51	S 48·4498	4325·939	.....	·939	... .	.....
62·7623	4466·672	.....	·727	....	.....	46·4466	4308·141	.....	·081	.....	.....

s_o = 215·7091
λ_o = 2822·039
log c = 5·4006095

ϵ = ± 3·40
ϵ_o = ± 1·38

Mean..... − 35·91
V_a .. .... +21·58
V_d .. .... + 0·09
Curvature. − 0·50
+ 22·17
Radial Velocity ..... − 13·7

α PERSEI 330

1906. July 4.
G. M. T. 19h 50m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
70 0696	4549·648	.....	·642	....	.....	62·4997	4464·397	·377	·617	·240	−16·10
70·0496	4549·411	·391	·642	·251	−16·51	62·0265	4459·342	.....	·301	.....	.....
68·7235	4533 858	·873	·139	·266	17 58	61·9936	4458 991	·956	·301	·345	23·18
S 68·2871	4528·798	.....	·798	.....	.....	61·1749	4450·322	·280	·597	·317	21·33
67·7381	4522·477	·527	·802	·275	18·23	S 56·7439	4404·927	.....	·927	.....	.....
67 0928	4515·104	·165	·508	·343	22·77	56·7195	4404·685	·670	·927	·257	17·47
66·4705	4508·055	·125	·455	·339	21·91	54·5877	4383·725	..	·720	.....	.....
65·8567	4501·158	·220	·448	·228	15·18	52·9040	4367·566	·606	·839	·233	15·98
65·2762	4494·685	.....	·738	.....	.....	48·4091	4325·958	.....	·939	.....	.....
64·9580	4491·158	·213	·570	·337	22·47	46·4035	4308·102	.....	·081	.....	.....
64·0369	4481·031	·061	·400	·339	22·67	46·3687	4307·794	·764	·081	·317	22 03
63 5946	4476·211	.....	·185	.....	.....	S 40·8355	4260·640	.....	·640	.....	.....
63·5636	4475·874	·875	·185	·310	−20·73	40·7961	4260·315	·315	·640	·325	22·84
62 7138	4466·693	.....	·727	.....	.....	44·7842	4293·984	·944	·273	·329	−22·96

s_o = 218·1580
λ_o = 2796·637
log c = 5·4143058

ϵ = ±2·95
ϵ_o = ±0·71

Mean..... −19·99
V_a ..... +16·85
V_d . . .... + ·21
Curvature.. − ·50
+16·56

Radial Velocity..... − 3·4

α PERSEI 336.

1906. July 6.
G. M. T. 19h 35m

Observed by J. S. PLASKETT.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal. W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal. W. L.	Displacement.	Velocity.
S 68·4356	4528 798	.....	·798	...	.....	62·1424	4459·032	·017	·301	·284	−19·08
67·6846	4520·163	·163	·397	·244	−15·51	61·3255	4450·391	·366	·597	·231	15·54
67·2575	4515·292	·302	·508	·206	13·67	S 56·8823	4404·927	.....	·927	.....	.....
66·6295	4508·179	·195	·455	·260	17·32	56·8578	4404·683	·673	·927	·254	17·27
66·0096	4501·215	·235	·448	·213	14·18	54·7200	4383·701	.....	·720	.....	.....
65·4301	4494·757	.....	·738	....	.....	54·6860	4383·371	·396	·720	·324	22·12
64·1949	4481·155	·160	·400	·240	16·05	53·0391	4367·588	·618	·839	·221	15·16
63·7372	4476·171	.....	·185	....	.....	51·3430	4351·660	680	·006	·326	22·46
63·7144	4475·920	·920	·185	·265	17·72	S 48·5288	4325·939	..	·939	.....	.....
62·8594	4466·695	.....	·727	...	.....	48·4997	4325·677	·667	·939	·272	18·84
62·8331	4466·412	·402	·727	·325	21·80	47·0521	4312·784	·734	·034	·300	20·85
62·6435	4464·380	·375	·617	·242	−16·23	46·5265	4308·156	.....	·081	.....	.....
62·1715	4459·342	.....	·301	.....	.....	46·4943	4307·870	·815	·081	266	−18·51

s_o = 217·1005
λ_o = 2810·985
log c = 5·4071842

ϵ = ± 2·76
ϵ_o = ± 0·67

Mean..... −17·78
V_a ... + 17·46
V_d ..... + ·21
Curvature − ·50
+17·17

Radial Velocity ..... − 0·6

α PERSEI 411.

1906. Oct. 16.
G.M.T. 19h 45m

Observed by W. E. HARPER.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L	Displacement.	Velocity.
72·8313	4584·007	....	018	....	.....	55·7267	4395·032	·032	·286	·254	−17·32
71·8449	4571·903	·887	·156	·268	−17·42	55·6200	4393·978	·978	·225	·247	16·84
71·1720	4563·740	·708	·939	·231	15·15	54·8832	4386·741	·757	·007	·250	17·07
70·7378	4558·512	·472	·827	·355	23·32	54·5717	4383·701	....	·720	....	.....
69·9990	4549.688	...	·642	...	.....	54·5442	4383·433	·450	·720	·270	18·46
69·9795	4549·457	·417	·642	·225	14·82	53·7645	4375·876	·907	·107	200	13·70
67·6823	4522·581	·589	·802	·213	14·12	48·4183	4325·942	.....	·939	...	.....
S 68·2200	4528·798	....	·798	....	.....	46·4143	4308·029	.....	·081	.....	.....
65·7999	4501·166	·190	·448	·258	17·18	46·3927	4307·838	·838	·081	·243	16·88
65·2275	4494·758	..	·738	....	.....	45·1015	4296·519	·495	·761	·266	18·56
65·2024	4494·478	·498	·738	·240	16·00	44·8499	4294·334	..	·301	.....	.....
63·5425	4476·174	....	·185	.....	.....	43·4866	4282·600	...	·565	....	.....
62·6766	4466·780	.....	·727	....	.....	43·4607	4282·379	·355	·565	·210	14·70
62·4570	4464·416	·367	·617	·250	16·77	S 40·8765	4260·640	.....	·640	.....	.....
61·9830	4459·332	....	·301	.....	.....	40·8470	4260·396	370	·640	·270	18·98
61·1480	4450·453	·403	·654	·251	16·89	40·5680	4258 087	062	·391	·329	23·16
57·9001	4416·798	·758	·985	·227	15·39	40·1031	4254·257	·255	·505	·250	17·62
57·7472	4415·248	. . .	·293	. ...	.....	39·1867	4246·766	·774	·996	222	15·67
S 56·7229	4404·927	. . .	·927	.....	.....	37·8667	4236·109	..	·112	.....	.....
56·6990	4404·696	·687	·927	·240	−16·32	37·8276	4235·795	·815	·112	·297	−20·99

s_o = 217·5462
λ_o = 2796·198
log c = 5·4128342

ϵ = ± 2·14
ϵ_o = ± 0·43

V_a ..... + 15·48
V_d ..... − ·05
Curvature. − ·50

Mean..... − 17 22

+ 14·93

Radial Velocity..... − 2·3

ε PEGASI 378.

1906. Aug. 15
G. M. T. 16h 45m

Observed by W. E. HARPER.
Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W, L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W. L.	Normal W. L.	Displacement.	Velocity.
68·4915	4531·303	·293	·202	·091	+6·01	62·7000	4466·725	.....	·727	.....	.....
S 68·2750	4528·798	.....	·798	.....	.....	62·7122	4466·855	·835	·771	·064	+4·29
(8·2675	4528·711	·717	·807	·090	−5·95	58·9544	4427·474	·434	·420	·014	+0·94
67·7616	4522·888	·918	·855	·063	+4·17	S 56·7194	4404·927	. ..	·927	.....	.....
65·2585	4494·646	....	·738	.....	... .	55·6224	4394·088	·148	·161	·013	−0·88
64·8316	4489·922	·982	·911	·071	+4·74	54·5440	4383·575	.....	·720	...	.....
64·1561	4482·501	·531	·434	·097	+6·48	53·2654	4371·289	·369	·312	·057	+3·91
63·5775	4476·196	.. ..	·185	.. .	.....	S 48·3664	4325·939	.. ..	·939	.....	.....
63·5801	4476·225	·235	·214	·021	+1·40	46·3560	4308·081	.....	·081	....	....
62·9645	4469·568	·558	·520	·038	+2·54						

s_o = 217·2923
λ_o = 2807·524
log c = 5·4090867

ϵ = ± 3·57
ϵ_o = ± 1·07

Mean..... + 2·51

V_a ..... +3·61
V_d ..... ·00
Curvature. − ·50

+ 3·11

Radial Velocity.... ... + 5·6

SESSIONAL PAPER No. 25a

ϵ PEGASI 400

1906. Sept. 27. Observed by W. E. HARPER.
G. M. T. $15^h\ 40^m$ Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
68·2774	4528·888	.....	·798	...	.....	54·5823	4383·690	.....	·720	.....	.....
S 65·2667	4494·738	....	·738	....	.....	54·1811	4379·802	·832	·396	·436	+29·82
63·9630	4480·364	·384	·249	·135	+ 9·03	53·3357	4371·671	·702	·312	·390	26·71
63·5792	4476·178	.....	·185	.. ..	.....	53·1862	4370·243	·276	·856	·420	28·77
63·3167	4473·328	·337	·957	·380	25·46	51·3943	4353·312	·343	·923	·420	28·89
62·7011	4466·680	.....	·727	.....	.....	49·2135	4333·192	·212	·988	·224	15·50
61·6398	4455·343	·352	·962	·390	26·24	S 48·4133	4325·939	.....	·939	.....	.. ..
60·0381	4438·520	·500	·344	·156	10·53	47·9028	4321·348	·343	·992	·351	+24·32
59·0027	4427·825	·795	·420	·375	+25·38	46·4139	4308·112	.....	·081	.....	..... .
S 56·7395	4404 927	.... .	·927	.. ...	....						

s_o = 218·1741
λ_o = 2794·460
log c = 5·4149485

ϵ = ±8·11
ϵ_o = ±2·44

Mean..... +22·79
V_a ..... −15·63
$V\overline{d}$ ..... − ·12
Curvature.. − ·50 −16·25
Radial Velocity... .... + 6·5

ϵ PEGASI 409.

1906 Oct. 16. Observed by W. E. HARPER.
G. M. T. $15^h\ 47^m$ Measured by W. E. HARPER.

Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.	Mean of Settings.	Computed Wave Length.	Corrected W.L.	Normal W.L.	Displacement.	Velocity.
73·0683	4586·705	·690	·163	·527	+ 34·36	62·6853	4466·709	..	·727	.....	.....
72 8520	4584·033	....	·018	.....	.....	62·7250	4467·137	·137	·771	·366	+24·55
72·5810	4580·689	·681	·228	·453	29·58	59·0001	4427·899	·929	·420	·509	34·45
70·2912	4552·953	·959	·594	·365	24·01	57·7571	4415·212	.....	·293	....	....
S 70·0131	4549·642	.....	·642	.....	.....	S 56·7350	4404·927	.....	·927	.....	.....
70·0545	4550·135	·142	·766	·376	24·74	54·5821	4383·685	....	·720	.....	.. ....
68·8933	4536·438	·438	·965	·473	31·26	53·3457	4371·738	·718	·312	·406	28·00
68·2378	4528·803	...	·798	.....	..	52·2587	4361·383	·363	·958	·405	27·82
67·7612	4523·293	·285	·855	·430	28·50	48·4266	4325·936	..	·939	.. ....	....
65 2451	4494·773	.....	·738	.....	.....	47·6830	4319·243	·243	·817	·426	+ 29·56
63·5640	4476·239	.....	·185	.....	.....	46·4283	4308·081	.....	·081	.....	.....
63·2975	4473·336	·312	·957	·355	+ 23·78						

s_o = 217·5228
λ_o = 2797·253
log c = 5·4124512

ϵ = ± 3·73
ϵ_o = ± 1·07

Mean..... + 28·38
V_a ..... − 22·18
V_d ..... − 0·22
Curvature − 0·50 − 22·90
Radial Velocity.. . + 5·5

SUMMARY OF RESULTS.

Dominion Observatory.				Other Observers.			
Star.	Plate.	Date.	Velocity Kms.	Observer.	Velocity Kms.	No. of Plates.	Range.
		1905.					
β Geminorum.	196	Feb. 22, 15·5h....	+ 4·2	Frost	+ 3·2	3	0·6
	197	" 22, 16·3h...	+ 4·4	Adams	+ 3·7		0·2
	212	Mar. 5, 15·9h....	+ 3·8	Lord & Maag.....	+ 5·3	5	5·4
		Mean.....	+ 4·1	Belopolsky	+ 3·4	9	1·4
		Range	0·6	Newall.....	+ 2·0	6	3·0
				Slipher.....	+ 3·3	3	0 2
α Boötis.....	199	Feb. 22, 18·6h....	— 4·2	Frost	— 4·7	5	1·3
	216	Mar. 5, 19·7h ...	— 5·6	Adams	— 4·9		0·9
	220	" 23, 19·3h....	— 4·6	Belopolsky	— 6·1	9	3·3
	230	" 28, 19·2h....	— 4·7	Lord & Maag.. . .	— 3·2	7	3·2
	238	April 2, 19·0h...	— 5·2	Frost, Adams	— 4·3	8	1·8
	252	" 24, 15·9h....	— 5 5	Newall.....	— 5·8	5	2·7
	253	" 24, 17·5h....	— 3·4	Newall....	— 6·6	19	4·5
	309	June 18, 14·4h....	— 4·7	Slipher..	— 4·7	5	1 4
	312	" 27, 13·9h....	— 4·9				
	319	July 2, 14·3h ...	— 5·1				
	325	" 4, 13 9h....	— 3·3				
		Mean.	— 4·6				
		Range..	2·3				
γ Aquilae.....	323	July 2, 19·2h....	— 2.0	Frost	— 1·4	3	0·7
	323	" 2, 19·2h....	— 1·6	Adams.....	— 2·2		1·0
	329	" 4, 19·0h....	— 1·3	Belopolsky...	— 2·0	10	3·8
	335	" 6, 18·4h....	— 1·8	Newall.....	— 1·9	4	4·2
	354	" 18, 18·1h....	— 2·1	Slipher..	— 2·1	3	1·4
	361	Aug. 1, 16·5h....	— 1·3				
		Mean...	— 1·7				
		Range..... .	0 8				
		1906.					
β Ophiuchi ...	327	July 4, 16·5h....	—10·3	Frost.....	—11·3	3	0·8
	334	" 6, 16·4h. .	—12·2	Adams.....	—10·9		0 7
	353	" 18, 16·7h....	—11·7	Newall..... . .	—15·8	2	1·9
				Slipher..	—11 3	3	1·1
		Mean...	—11·4				
		Range.....	1·9				
α Arietis.....	331	July 4, 20·2h....	—13 5	Frost	—13·5	3	0·8
	337	" 6, 20·2h....	—16·0	Adams.....	—13·8	4	0·7
	364	Aug. 1, 19·5h....	—16·5	Campbell.....	—14·1	4	0·6
	393	Sept. 10, 19·1h....	—13·7	Newall.....	—14·3	3	2·8
				Lord & Maag..	—12·4	5	1·8
		Mean.	—14·9	Newall..... ..	—16·4	8	6·3
		Range.....	3·0	Slipher.....	—14·3	3	0·5
α Persei.. ...	330	July 4, 19·8h....	— 3·4	Frost	— 2·3	3	1·6
	336	" 6, 19·6h....	— 0·6	Adams	— 2·0		1·3
	411	Oct. 16, 19·7h...	— 2·3	Campbell.....	— 2·2	10	2·0
				Belopolsky	— 2·9	8	3·7
		Mean.....	— 2·1	Lord & Maag.....	+ 0·6	5	3·7
		Range	2·8	Newall..	— 2·6	14	5·7
				Vogel.....	— 3·2	13	3·3
				Newall.....	— 2 6	5	5·5
				Slipher.....	— 2·5	5	1·3
ε Pegasi.....	378	Aug. 15, 16·7h....	+ 5·6	Frost	+ 6·2	3	0·5
	400	Sept. 27, 15·7h....	+ 6 5	Adams.....	+ 6·2		0·4
	409	Oct. 16, 15·8h....	+ 5·5	Campbell.....	+ 5·7	4	1·2
				Belopolsky	+ 6·0	7	1·4
		Mean... . .	+ 5·9	Lord & Maag.....	+ 6·1	5	5·8
		Range.....	1·0	Newall.....	+ 3·3	3	2·6
				Slipher.....	+ 6·1	4	1·8

CONCLUSION.

For convenience of reference the radial velocities determined are tabulated above, along with those obtained by other observers of the same stars, with the range, or difference between the greatest and least values of the radial velocity.

It must be remembered in comparing the Ottawa results with those of other observers, that the dispersion of the instrument used here is about 40 per cent less, thus increasing the relative error of setting on the lines; that our results were obtained from an adapted universal spectroscope which no one else has been able to use for the purpose, their spectrographs, with one exception, being specially designed and constructed for radial velocity work; and finally that all the velocities given here were obtained within a few months of starting work on the spectrograph, the instrument during that period having been put into condition to do accurate work, while so far as I know no other observations were published within two years.

In conclusion, I wish to express my deep appreciation of the readiness with which you acted on any suggestions of mine looking towards the improvement of the present instrument and the construction of a new one, and of the kindly encouragement and help you have always afforded me.

I have the honour to be, sir,
Your obedient servant,

J. S. PLASKETT.

APPENDIX 3

REPORT OF THE CHIEF ASTRONOMER.

TIME SERVICE SYSTEM

BY

R. M. STEWART, M.A.

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APPENDIX 3.

REPORT OF R. M. STEWART, M.A., ON THE TIME SERVICE.

OTTAWA, ONT., July 31, 1906.

W. F. KING, Esq., B.A., LL.D., &c.,
Chief Astronomer,
Ottawa.

SIR,—I have the honour to present the following report of the operations in connection with the Time Service of the observatory since my last report.

During the past nine months time determinations have been taken on about 75 different nights. On a large proportion of these occasions one, and in very many cases two, complete sets of 12 stars have been observed; on the remainder the sets consisted usually of 6 or 8 stars. In addition to the ordinary distribution of time, these observations have served for determinations of the longitudes of a number of stations, and also furnish considerable data for the accurate rating of the sidereal clocks.

The Riefler sidereal standard has been in use continuously during this time, except for a week at the beginning of February and about three weeks towards the end of June, when the time was taken from the Howard, which is always compared with it daily. A continuous record of the temperature of the clock room has been kept, and also of the atmospheric pressure, while during the greater part of the time the temperature and pressure inside the sealed case of the Riefler clock have been read daily. The time service to the departmental buildings and the observatory has been continued, and is giving satisfaction. Since December 1, 1904, the time-ball on Parliament Hill, which gives the signal for the firing of the noon-day gun, has been dropped by the master-clock at the observatory, and since January 2, 1905, the time has been furnished daily (holidays excepted) to the Great North Western Telegraph Company. The Canadian Pacific Telegraph Company also made a request to have the time furnished them occasionally, at their head offices in Montreal, but owing to pressure of business on their lines, have been able to avail themselves of it only a few times.

CLOCK ROOM.

The constancy of temperature in the clock room has not been as satisfactory as could be desired. As stated in the last report, the apparatus for temperature control consists of an electric heater which is automatically turned on and off by a thermostat, while an electric fan keeps the air in constant circulation. The thermostat in use at that date was simply a special form of minimum thermometer with an electrical contact. It consisted of a U-shaped tube with a bulb at one end containing a liquid whose expansion measured the temperature. Below this liquid, and filling the bent portion of the tube, was a column of mercury which made connection with a binding post by means of a wire sealed through the glass. A movable iron dumb-bell in the tube, connected with another binding post, served to establish a circuit when the temperature dropped to such a point that the mercury touched it. The apparatus was not particularly sensitive, allowing an oscillation of fully a degree Fahrenheit between maximum and minimum; still, as this oscillation took place every few minutes, it was not particularly objectionable. But the fatal objection was that, through the repeated pressure of the mercury against the dumb-bell at each successive contact, the latter was gradually but surely pushed along the tube, causing a con-

tinual creeping of the zero, and a consequent gradual falling of the temperature in the room. After some experiment it was abandoned, and a new thermostat made, which it was hoped would prove more satisfactory, and which is still in use. It consists of a strip of hard rubber and one of brass fastened firmly together by screws along their whole length; one end of the combination is rigidly attached to a base-plate, while the other end is fitted with a platinum contact abutting against an insulated contact screw attached to the base-plate. Owing to the difference in the thermal expansions of the components, the bar bends in one direction or the other as the temperature rises or falls, and the contact operates the relay controlling the heating circuit. Hard rubber was chosen as one of the components on account of its large coefficient of expansion; the same sensitiveness as obtained from this thermostat with a length of thirteen inches would, with zinc and iron, the next most advantageous combination, require a length about three times as great, a fact which assumes considerable importance because the stability of the instrument and the firmness of the contact decrease with the length. The performance of the new thermostat is at least a considerable improvement on that of the old one, but it is not all that could be desired. The sensitiveness is much greater, the extreme range of temperature being not more than one, or at most two, tenths of a degree Fahrenheit. For a considerable time, too, no shifting of the zero became apparent, but later some irregularities showed themselves, culminating finally in a gradual decrease in the temperature from 71° F. on March 20, to 65½° F. about May 20, during which time the adjustment was not altered; since that time, however, it has remained nearly constant. The explanation seems to lie in the hygrometric state of the air; when the air is moist the hard rubber absorbs moisture and expands, and vice versa; the shifting of the zero follows as an obvious consequence. The beginning of the period, March 20 to May 20, corresponds to the diminution of artificial heat in the building and the consequent increase of moisture in the basement, where the clock room is situated. Such a constant and gradual change in temperature is of course not so objectionable as more rapid and irregular fluctuations; the effect is simply a slow change in clock rates; it is, however, not by any means desirable. When the Callendar apparatus recently ordered arrives, all difficulty on that score will no doubt be removed. This Callendar apparatus consists essentially of a Wheatstone bridge in which the slider is automatically moved along the bridge wire until the resistance of a platinum thermometer is balanced. An electric contact operated by the slider will control the heating circuit, and a pen which it carries will at the same time furnish a record of the temperature. Besides being extremely sensitive, the temperature control depends directly on a platinum thermometer, which is considered to be even less liable to variation than a mercury one. Another source of trouble arose from the presence in the clock room of two ventilators opening into the two main ventilating shafts of the building. During the winter, whenever a strong wind was blowing, enough draught was forced in even through the closed ventilators to cause a very material difference in temperature between the two ends of the room. On the discovery of this fact, the ventilators were removed and the openings sealed up, with the exception of a small window which could be opened or closed by a sliding shutter.

RIEFLER CLOCK.

A considerable amount of trouble was experienced with the maintaining of the partial vacuum in the Riefler clock. Naturally it was at first thought to be due to defective sealing of the cylinder when the clock was exhausted; consequently about the beginning of February the cylinder was opened and very carefully resealed. On account of the slowness of the leak (about 2 mm. per month), and also on account of the slight variations of temperature in the clock room, it required considerable time to come to a definite conclusion, but by about the beginning of April the persistence of the leak became evident, and it was finally located in the bushing which contained the leads for the electric circuits. On tightening this bushing the pressure remained practically constant for a month and a half, when the leak became more pronounced

than ever, and it was finally determined to take the clock out of commission and make a thorough examination. The bushing consisted of a cylinder of hard rubber with a flange at one end and a thread at the other; the lower side of the flange abutted against the plate of thick glass which formed the bottom of the clock cylinder, and was held tightly in place by the nut which screwed on the other end of the bushing outside the clock. Through the bushing ran the four leads for the winding circuit and the seconds-contact circuit. It was found that the hard rubber had not been sufficiently rigid to withstand the strain due to the necessary tightness of the nut, and had cracked just around the inner edge of the flange. In making a new bushing, it was decided to use a brass shell to withstand the strain, and through it to run a hard rubber cylinder. A section of the new bushing is shown in fig 1; *a* is the plate glass bottom of the clock cylinder, *b* the brass shell with a flange at the upper end, and *c* the hard rubber through which the leads (not shown) are run; the nut *d* clamps the brass shell to the clock-base, and the shoulder of the nut *e*, pressing against the flange near the lower end of *c*, holds it firmly in place. The leads consist of small brass rods with a shoulder at one end and a nut at the other by which they were tightened firmly. To make the joints more surely air-tight they were lined throughout with a liquid cement before assembling the parts. The bushing was put in place on June 26, and the clock exhausted on June 29. Since that time there has been no measurable leak.

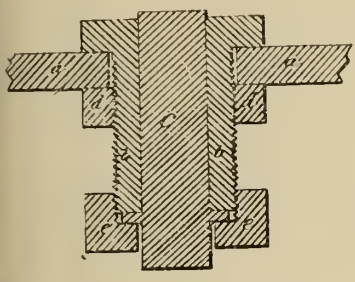

Fig. 1.—Air-tight bushing in Riefler clock.

A considerable quantity of data has accumulated for the rating of the Riefler, but the necessary computations for a thorough analysis of its constancy of rate and of the variations due to temperature and pressure have not been made. It may be of interest, however, as giving a rough idea of its accuracy, to show in tabular form a record of its performance for a few months. The period chosen (February 5 to May 14) has been taken at random, and is the only one for which even such a rough analysis has been made. It seems best to divide this period into two parts; during the first part the clock was leaking slightly, and the temperature in the clock room was fairly uniform; during the second there was no appreciable leak, but the temperature was slowly decreasing; so that we should expect to find a difference in the average rate during the two periods. The column headed Δ T in Table I. shows the clock-correction as determined by observation on the dates mentioned; the next column shows the observed gain or loss in seconds for each interval, a positive sign denoting a loss, and vice versa; in the fourth column is given the average daily rate for each of the two periods, and in the fifth the loss or gain which would have taken place during each interval at this average rate. The last column gives the difference between the observed and computed variations. For a rough test of how far these differences may be due to errors of observation, we may resort to an indirect method. In an extended series of observations for personal equation by two observers, the probable error (*of a single determination*) derived by a comparison of the different values obtained is evidently closely analogous to the probable error of the *difference* of two time determinations made by the same observer. In a series of personal equation observations consisting of eight different determinations, made by the writer with Mr. McDiarmid in the spring of 1905, the probable error of a single determination was about ·053 second; and in a similar series of ten determinations in the spring of 1906, which have been only partially reduced as yet, it would appear to be about ·063 second. On comparing these results with column VI., it becomes at once apparent how remarkably true was the running of the clock; if we treat the differences in column VI. as residuals, and reduce in the usual way, we obtain a probable error of ·051 second, a value practically identical with those obtained from personal equation. The distribution of the differences as regards absolute magnitude also corresponds closely to that of the

TABLE I.

Date.	△T	Observed loss or gain.	Average daily rate.	Loss or gain at average rate.	Diff.
Feb. 5	−7·05 sec.				
" 8	−7·12 "	−·07 sec.		·03 sec.	−·10 sec.
" 13	−7·04 "	·08 "		·05 "	·03 "
" 21	−7·10 "	−·06 "		·08 "	−·14 "
" 22	−7·11 "	−·01 "		·01 "	−·02 "
" 27	−7·07 "	·04 "		·05 "	−·01 "
Mar. 5	−7·00 "	·07 "		·06 "	·01 "
" 12	−6·94 "	·06 "	+·010 sec.	·07 "	−·01 "
" 17	−6·82 "	·12 "		·05 "	·07 "
" 29	−6·61 "	·21 "		·12 "	·09 "
" 31	−6·49 "	·12 "		·02 "	·10 "
Apr. 2	−6·57 "	−·08 "		.02 "	−·10 "
" 3	−6·50 "	·07 "		·01 "	·06 "
" 3	−6·50 "				
" 4	−6·55 "	−·05 "		−·01 "	−·04 "
" 6	−6·50 "	·05 "		−·02 "	·07 "
" 16	−6·53 "	−·03 "		−·10 "	·07 "
" 23	−6·63 "	−·10 "		−·07 "	−·03 "
" 24	−6·64 "	−·01 "		−·01 "	·00 "
" 25	−6·63 "	·01 "	−·010 sec.	−·01 "	02 "
" 28	−6·57 "	·06 "		−·03 "	·09 "
May 3	−6·70 "	−·13 "		−·05 "	−·08 "
" 6	−6·73 "	−·03 "		−·03 "	·00 "
" 13	−6·97 "	−·24 "		−·07 "	−·17 "
" 14	−6·95 "	·02 "		−·01 "	·03 "

residuals in the personal equation computation. Of the 18 residuals, 8 are less than one-half of the probable error, 5 greater than twice, and 2 greater than three times the same quantity, while the corresponding numbers in the case of the 23 differences in Table I. are 7, 5 and 1, respectively. That is to say, these differences are closely analogous in their distribution and magnitude to the residuals to be expected if the clock-rate had been absolutely constant during each of the two periods. It would appear, then, so far as the above rough analysis is concerned, that there is no evidence whatever of any irregular variations in the rate of the clock. When all the data have been rigidly compared and computed, irregularities will no doubt show themselves, but it is probably safe to say that they will be quite small.

The primary recording and synchronizing circuit controlled by the Riefler is an intermittent one—that is, the circuit remains closed continuously for one second, and open for the following one, and so on alternately. This circuit is unsuited for use in recording observations on an ordinary chronograph; consequently observations were formerly taken with the Howard clock, which was compared with the Riefler on a special chronograph both before and after the observations. A device has, however, been adopted by which the circuit of the Riefler is transformed into the ordinary

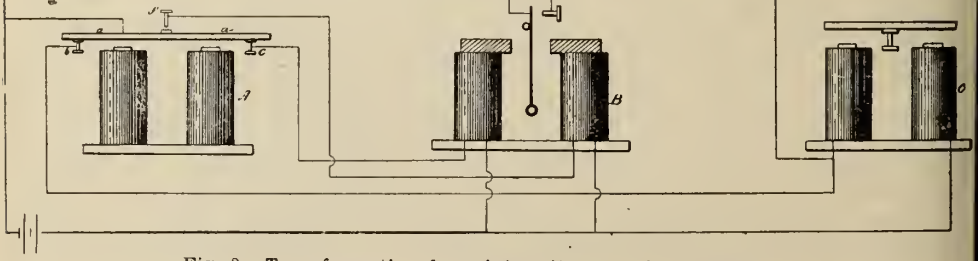

Fig. 2.—Transformation from intermittent to break circuit.

break-circuit type, suitable for use with an ordinary chronograph. The relay A (fig. 2) is the one controlled by the intermittent circuit; B is a differentially wound, neutrally adjusted polar relay, and C the relay which operates the transformed circuit. When the armature *a* of the relay A is held against the back contacts *b* and *c*, as shown in the figure, the circuit from the battery E holds the relay C closed, while it also so operates the relay B that the circuit through its points is open. When, on the opening of the primary circuit, the armature *a* leaves *b*, the circuit through C is opened; as soon, however, as *a* touches the front contact *f*, a circuit through B is completed which draws its armature to the right, again closing the circuit through C, which has thus been open only momentarily. When, a second later, *a* is again drawn down by the magnets, the armature of B returns to the left, *after* the circuit of C has been closed through *ab*. Consequently, the action of C consists of a short, sharp break every alternate second, as with the ordinary break-circuit contact. This device has been in use since about the beginning of April, and has given perfect satisfaction, giving a neater and more uniform break even than the Howard. This transformed circuit is used only for recording, the primary intermittent circuit, as before, performing the synchronizing functions of the clock. The synchronization has now been extended to the driving clock of the equatorial, giving a much more uniform rate to the latter. The apparatus for the purpose was made and installed by Mr. Plaskett.

HOWARD CLOCK.

A comparison by chronograph is made every morning between the Riefler standard and the Howard sidereal clock, and in this way considerable data have been accumulated for a determination of the variations in rate of the latter with temperature and atmospheric pressure. The mean temperature for any period may be found from the record of the thermograph in the clock room, while the pressure is taken from the recording aneroid barometer in the time room, which is compared daily with the standard mercury barometer to allow for the well known vagaries to which all aneroids are subject. As in the case of the Riefler, no detailed computation has been made as yet, but as an illustration some selected data of the means for various weeks are given in Table II. The periods were chosen so as to show as wide a range as possible, both in pressure and temperature; the second column gives the mean daily rate for each

TABLE II.

Interval.	Daily Rate.	Barometer.	Temperature.
November 13–20	−·061 sec.	752·6 mm.	74·5° F.
February 5–12	+·068 "	767·6 "	71·0 "
February 12–19	+·001 "	761·0 "	71·0 "
March 5–12	−·057 "	753·4 "	71·0 "
April 30—May 7	−·184 "	748·9 "	67·0 "
June 12–19	−·211 "	755·3 "	67·6 "
June 19–25	−·243 "	751·6 "	67·8 "
July 3–9	−·105 "	758·4 "	68·2 "

period in seconds, while the third and fourth contain the means of the pressure and temperature. While complicated somewhat by irregular variations, the indication is that roughly the clock loses ·01 sec. per day for an increase of 1 mm. in barometer, and ·02 sec. per day for an increase in temperature of 1° F.

TIME DISTRIBUTION.

As mentioned above, Standard time has been supplied daily since the beginning of 1906 to the Great North Western Telegraph Company, and on a few occasions to the Canadian Pacific Telegraph Company. The time signal relay beats seconds, omit-

ting the 29th second, and the last five seconds, of every minute; at the end of every fifth minute the last ten seconds are omitted, and at every even hour there is a single beat lasting one second, after which the line remains open for five or ten seconds. This circuit is switched on the telegraph line from 11.55 a.m. till 12.00 noon, and is distributed by the Telegraph Co. over the various lines. At present the circuit is switched on by hand, but when the programme clock which has been ordered arrives, the whole operation will be performed automatically by the clock. The operation of this time signal circuit necessitated the making and installation of several new contacts and an additional gear-wheel in the secondary master clock in the time room, which controls the circuit. These consist of a seconds contact, a minute contact, and a five minute contact. The seconds contact is controlled by a wheel with 54 teeth and 6 blank spaces, fixed on the arbor of the escapement wheel; each tooth, as it passes, presses aside a spring and opens the circuit for an instant; the blank spaces correspond to the 29th, 55th, 56th,.....59th seconds. The five minute contact is controlled by the extra wheel, turning once in five minutes, and serves to short-circuit the seconds contact for the last ten seconds of every fifth minute. The minute contact is controlled by a hard rubber cam on the axis of the escapement wheel, and closes its circuit for the first second of every minute. It is operated in series with the hourly contact, thus giving a signal of one second duration exactly at the even hour. The writer is indebted to Mr. Plaskett for considerable assistance in making these contacts. Some slight further modifications may be found necessary, as, owing apparently to a lack of trueness in the escapement wheel, the beats during one part of the minute are not perfectly uniform. The mean time primary clock is compared daily with the sidereal standard shortly before noon, and any necessary correction made; at the time of sending the signals, its error is practically never more than one-tenth, or at most, two-tenths of a second; on one occasion, owing to a mistake in computation, it was one second in error; on two or three occasions trouble on the telegraph line prevented signals being sent at all.

The Canadian Pacific time signals are sent out from the head offices of the company in Montreal. A short line runs from there to McGill College observatory, over which the beats of the McGill clock are transmitted continuously. In accordance with these the time signals are sent out over the various lines by hand. The company made a request for occasional time signals from the Dominion observatory for purposes of comparison, and these have been given whenever called for. On account of pressure of business on their lines between Ottawa and Montreal the connection has been made only a few times. On several of these occasions the beats of the McGill clock were also received at the observatory, and on one occasion the time signals of the company. The different dates and the amount of disagreement with the observatory time on each date are as follows:—

July	3,	C.P.R. time signals	¼ sec. fast.
"	4,	McGill clock	¾ "
"	5,	"	No difference.
"	11,	"	¼ sec. fast.
"	12,	"	½ "
"	13,	"	¾ "

A glance at Table I. will show that these discrepancies were certainly not due to variations in the observatory clock.

Through the courtesy of the Great North Western Company, the beats of the Washington signal clock were received at midnight of December 31, 1905, and at 1 a.m. January 1, 1906. The agreement between these and the observatory time was very close, there being a difference of certainly not more than a tenth of a second.

On December 1, 1905, connection was made with the time-ball on Parliament Hill, which has been dropped from the observatory since that date. The circuit which controls the ball is the hourly signal circuit described above, and is automatic in operation. On two occasions a failure of the line has prevented the working of the signal, while

once the same result was caused by a burnt-out fuse. For upwards of a week, while the new contacts were being installed in the clock, the noon signals, as also the telegraphic time signals, were controlled by hand.

A circuit has been arranged for recording the time on the observatory seismograph. It is worked by one of the contacts on the master-clock, and controls a shutter on the seismograph which, when the circuit is closed, shuts off the beam of light which makes the record on the revolving cylinder. It operates once a minute, for a period of two seconds; the signal corresponding to the even hour is omitted for convenience in reading the time from the record.

Several seconds-dials have been ordered for use in those rooms where time in seconds is required. These will be operated by the two secondary master-clocks in the time room—some by the mean time, some by the sidereal. Before those to be operated by the sidereal clock can be connected, it will be necessary to install a new contact in the latter, as the one now in place has a tendency to 'miss fire.'

The dials in the parliament and departmental buildings are now working in a thoroughly efficient manner. During the winter of 1905-1906 especially, and also previously, a certain amount of trouble occurred in the parliament building and the east block, and to a less extent in the west block. These three buildings were equipped with Riefler secondary master-clocks, in which the contact controlling the dial circuits was somewhat uncertain. It was decided to replace these contacts by new ones of a different type; this has already been done in the case of the east block and the parliament building; the remaining one will be completed shortly. Fig. 3 shows the principle of the original contact; the contact wheel w, containing a single slot, revolves once a minute with the arbor of the escapement wheel; the contact lever l, pivoted at p, carries a jewel j at one end and a contact piece c at the other; as the wheel revolves the circuit is closed for one second each minute between c and the adjustable contact screw s; the tension is regulated by the spring t. The difficulty with this contact was that a tension sufficient to give a firm contact at c involved a considerable downward pressure, and consequent friction, on the contact wheel, especially at the instant when j was being raised out of the slot; to make matters worse, the contact wheel was so large that this friction exerted considerable leverage on the clock-train. The effect was, that a firm contact was impossible without risk of stopping the clock. A diagram of the new contacts installed is shown in fig. 4. The contact wheel is replaced by a

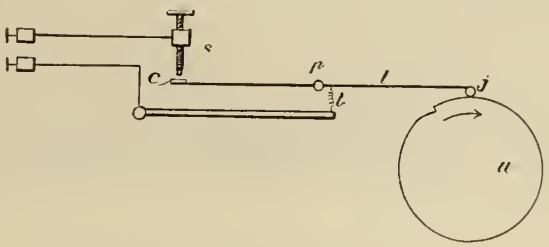

Fig. 3.—Minute contact (old style).

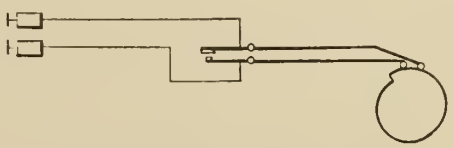

Fig. 4.—Minute contact (new style).

small cam, and the contact lever by two separate ones, one running slightly in advance of the other on the cam; the tail-pieces, where the contact is made, are comparatively short, so that the pressure at the contact ends of the levers is much greater than on the cam; in addition, the work done by the cam in raising the levers is distributed

throughout nearly the whole revolution. The contact is closed at the 59th second by the dropping of the first lever, and reopened at the 60th by the dropping of the second. Since their installation these contacts have worked in a perfectly satisfactory manner.

The relays worked by these contacts, which control the dial circuits, were formerly equipped with a mercury break at the points, because some previous experiments had shown that with platinum points, unless with a relay which worked very strongly, the sparking at the points was liable to cause trouble. The relays in use, however, were fairly strong, and after the installation of the new contacts their action was firm and certain; as platinum points require less attention than mercury ones, where their use is possible, the experiment of installing them was tried first in one building, and proving successful, their use was adopted throughout. The mercury points have, however, been retained in the cut-out relays for the charging circuits, as they are required to control a stronger current.

There is very seldom now any trouble arising from dials stopping or becoming deranged, unless through unwarranted interference. On several occasions this has occurred; for instance, an officer in one of the departments, claiming to be annoyed by the ticking of the dial, instructed a messenger to remove it; this was done, and the circuit left open, with the obvious result of stopping all the dials on that circuit. In another case, when a dial had been removed from a certain room, the wires were left temporarily in place, pending the proper connection and insulation in the corridor outside; shortly after, a complaint was received from that building that the dials had stopped; investigation showed that the wires in the room had been deliberately cut and taken down. The circuits have also on several occasions been broken by careless or ignorant workmen. In addition, it is of course sometimes to be expected that an isolated dial will get out of order and either stop or fall behind; in that case it is desirable that the observatory should be immediately notified and the matter will receive prompt attention. The precaution is taken as frequently as possible of inspecting each separate clock; this work, and also the other necessary attention, such as recharging batteries and winding master-clocks, is performed almost altogether by Mr. Robertson of the observatory staff.

I have the honour to be, sir,
Your obedient servant,

R. M. STEWART.

APPENDIX 4

REPORT OF THE CHIEF ASTRONOMER.

TABULAR STATEMENT OF LONGITUDE AND LATITUDE OBSERVATIONS, 1905

BY

J. MACARA.

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APPENDIX 4.

TABULAR STATEMENT OF LONGITUDE AND LATITUDE OBSERVATIONS.

Ottawa, Ont., August 16, 1906.

W. F. King, Esq., B.A., LL.D.,
Chief Astronomer,
Ottawa.

Sir,—I have the honour to transmit herewith a tabular statement of the differences of longitude and the latitude results of stations observed in 1905. Annexed thereto is, also, a description of the stations occupied.

A synopsis of the statement giving the longitude and latitude of the various stations will be found on page 129.

I have the honour to be, sir,
Your obedient servant,

J. MACARA.

DIFFERENCE OF LONGITUDE BETWEEN CLIFF ST. TRANSIT HOUSE AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	m. s.	s.	s.	s.	s.	s.	s.	s.
May 26....	3 37·479	3 37·491	1 25·682	± ·007	− 2 09·974	± ·006	1·823	1·835	1·829	± ·009	− ·006	·006
" 27....	3 48·875	3 48·872	1 25·061	± ·008	2 22·024	± ·009	1·790	1·787	1·788	± ·012	− ·047	·001
" 28 ...	3 59·446	3 59·436	1 24·374	± ·010	2 33·197	± ·007	1·875	1·865	1·870	± ·012	+ ·035	·005
" 31....	4 34·201	4 34·211	1 22·381	± ·011	3 10·062	± ·009	1·838	1·848	1·843	± ·014	+ ·008	·005
June 3....	5 09·302	5 09·304	1 20·152	± ·012	3 47·293	± ·008	1·857	1·859	1·858	± ·014	+ ·023	·001

	h.	m.	s.	s.
Weighted mean.....			1·835	± ·005
Personal equation.....			− ·096	± ·007
$d\lambda$.....			1·739	± ·009
λ Cliff Street transit house.....	5	02	50·022	± ·051
$\therefore \lambda$ Dominion Observatory.....	5	02	51·761	± ·052

Observers:—West, R. M. Stewart.
East, F. A. McDiarmid.

DIFFERENCE OF LONGITUDE BETWEEN VANCOUVER AND SEATTLE.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	*v.*	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.		s.	s.
June 1 ...	2 17·676	2 17·577	− 1 30·248	± ·023	−39·601	± ·014	3 08 323	3 08·224	3 08·273	.....	+ ·086	·050
" 7....	2 36·155	2 36·012	− 1 13·526	± ·010	−41·453	± ·016	3 08·228	3 08·087	3 08·157	.....	− ·030	·071
" 8 ..	2 38·758	2 38·632	− 1 11·034	± ·017	−41·662	± ·020	3 08·130	3 08·004	3 08·067	.....	− ·120	·063
" 9 ..	2 41·773	2 41·651	− 1 08·334	± ·014	−41·866	± ·026	3 08·241	3 08·119	3 08·180	....	− ·007	·061
" 13....	2 53·855	2 53·727	− 0 57·950	± ·017	−43·545	± ·012	3 08·260	3 08·132	3 08·196	....	+ ·009	·066
" 14....	2 57·434	2 57·316	− 0 54·740	± ·012	−43·886	± ·013	3 08·288	3 08·170	3 08·229	.. ....	+ ·042	·066

Observers:—West, O. J. Klotz.
East, E. Smith.

	h.	m.	s.
Weighted mean	0	03	08 187
λ Seattle	8	09	20·274
λ Vancouver	8	12	28·461

DIFFERENCE OF LONGITUDE BETWEEN SHARBOT LAKE AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
June 14...	3 09·757	3 09·691	− 43·283	± ·007	1·076	± ·007	3 54·116	3 54·050	3 54·083	± ·010	+ ·065	·033
" 15...	3 01·611	3 01·563	− 51·037	± ·008	1·376	± ·007	3 54·024	3 53·976	3 54·000	± ·010	− ·018	·024
" 22...	4 19·619	4 19·580	28·393	± ·006	2·755	± ·010	3 53·981	3 53·942	3 53·961	± ·011	− ·057	·020

	h.	m.	s.	s.
Weighted mean...		3	54·018	± ·006
Personal equation.....			·120	± ·006
$d\lambda$.....		3	54·138	± ·008
λ Ottawa...	5	02	51·761	± ·052
$\therefore \lambda$ Sharbot Lake.....	5	06	45·899	± ·052

Observers:—West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN ST. ANNE DE BELLEVUE AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.			Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	m. s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
June 29...	9 16·194	9 16·170	3·315	± ·008	− 2 09·160	± ·006	7 03·719	7 03·695	7 03·707	± ·010	+ ·017	·012
" 29...	9 17·015	9 17·010	3·301	± ·013	− 2 10·021	± ·006	7 03·694	7 03·689	7 03·692	± ·014	+ ·002	·003
" 30...	9 25·961	9 25 921	3·427	± ·008	− 2 18·850	± ·009	7 03·684	7 03·644	7 03·664	± ·012	− ·026	·020

	h.	m.	s.	s.
Weighted mean...		7	03·690	± ·007
Personal equation.....			− ·139	± ·008
$d\lambda$.		7	03·551	± ·010
λ Ottawa.	5	02	51·761	± ·052
.·. λ St. Anne de Bellevue	4	55	48·210	± ·053

Observers :—West, R. M. Stewart.
East, F. A. McDiarmid.

DIFFERENCE OF LONGITUDE BETWEEN TRENTON AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
July 8....	6 16·536	6 16·445	− 1 06·339	± ·008	3·935	± ·007	7 26·810	7 26·719	7 26·764	± ·010	− ·006	·045
" 10....	5 59·057	5 58·955	− 1 23·692	± ·008	4·075	± ·008	7 26·824	7 26·722	7 26·773	± ·011	+ ·003	·051
" 12 ...	5 44·247	5 44·163	− 1 38·281	± ·007	4·270	± ·011	7 26·798	7 26·714	7 26·756	± ·013	− ·014	·042
" 14....	5 30·125	5 30·060	− 1 52·248	± ·008	4·470	± ·016	7 26·843	7 26·778	7 26·811	± ·018	+ ·041	·033

Observers:—West, E. A. McDiarmid.
East, R. M. Stewart.

	h.	m.	s.	s.
Weighted mean		7	26·770	± ·006
Personal equation			·151	± ·008
$d\lambda$		7	26·921	± ·010
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ Trenton	5	10	18·682	± ·053

DIFFERENCE OF LONGITUDE BETWEEN MADOC AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
July 17 ..	7 38·317	7 38·231	41·093	± ·010	4·613	± ·014	7 01·837	7 01·751	7 01·794	± ·017	− ·039	·043
" 19....	7 39·454	7 39·376	42·322	± ·010	4·691	± ·013	7 01·823	7 01·745	7 01·784	± ·016	− ·049	·039
" 20....	7 36·306	7 36·174	39·101	± ·007	4·730	± ·008	7 01·935	7 01·803	7 01·869	± ·011	+ ·036	·066
" 21 ..	7 30·112	7 29·924	32·821	± ·010	4·641	± ·010	7 01·932	7 01·744	7 01·838	± ·014	+ ·005	·094

	h.	m.	s.	s.
Weighted mean		7	01·833	± ·007
Personal equation			·162	± ·009
$d\lambda$		7	01·995	± ·011
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ Madoc	5	09	53·756	± ·053

Observers:—West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN FATHER POINT AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905	m. s.	m. s.	s.	s.	m. s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
July 14....	30 26·095	30 25·960	4·475	± ·016	−1 22·946	± ·010	28 58·674	28 58·539	28 58·601	± ·018	·076	·067
" 15....	30 22·987	30 22·850	4·584	± ·008	−1 19·805	± ·006	28 58·598	28 58·461	28 58·530	± ·010	·005	·069
" 17....	30 16·437	30 16·305	4·612	± ·014	−1 13·274	± ·007	28 58·551	28 58·419	28 58·485	± ·016	− ·040	·066
" 20....	30 06·878	30 06·766	4·746	± ·009	−1 03·588	± ·012	28 58·544	28 58·432	28 58·488	± ·015	− ·037	·056
" 21....	30 03·032	30 02·883	4·667	± ·011	−0 59·738	± ·019	28 58·627	28 58·478	28 58·557	± ·026	·032	·074

	h.	m.	s.	s.
Weighted mean.....		28	58·525	± ·007
Personal equation....			− ·337	± ·006
$d\lambda$.....		28	58·188	± ·009
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ Father Point.....	4	33	53·573	± ·052

Observers: West, R. M. Stewart.
East, O. J. Klotz.

DIFFERENCE OF LONGITUDE BETWEEN LINDSAY AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	*v.*	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
July 25....	15 14·091	15 14·012	3 13·907	± ·008	4·596	± ·015	12 04·780	12 04·701	12 04·740	± ·017	+ ·041	·040
" 27 ...	14 51·506	14 51·403	2 51·348	± ·014	4·586	± ·010	12 04·744	12 04·641	12 04·692	± ·017	+ ·013	·052
" 28 ...	14 41·791	14 41·692	2 41·711	± ·008	4·616	± ·009	12 04·696	12 04·597	12 04·642	± ·012	− ·037	·049

	h.	m.	s.	s.
Weighted mean.....		12	04·679	± ·008
Personal equation..... ...			·169	± ·009
$d\lambda$..... . ..		12	04·848	± ·012
λ Ottawa.....	5	02	51·761	± ·052
λ Lindsay...	5	14	56·609	± ·053

Observers: West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN KINGSTON AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Aug. 2....	− 0 53·774	− 0 53·891	− 3 50·973	± ·006	3·775	± ·006	3 00·974	3 00·858	3 00·916	± ·009	+ ·014	·058
" 3...	− 1 03·607	− 1 03·663	− 4 00·929	± ·009	3·640	± ·008	3 00·962	3 00·906	3 00·934	± ·012	+ ·032	·028
" 6....	− 1 29·547	− 1 29·707	− 4 27·151	± ·009	3·367	± ·012	3 00·971	3 00·811	3 00·891	± ·015	− ·011	·080
" 8....	− 1 46·370	− 1 46·485	− 4 43·926	± ·008	3·331	± ·008	3 00·887	3 00·772	3 00·830	± ·011	− ·072	·058
" 10 ...	− 2 01·523	− 2 01·654	− 4 59·367	± ·011	3·103	± ·010	3 00·947	3 00·816	3 00·882	± ·015	− ·020	·065

	h.	m.	s.	s.
Weighted mean		3	00·902	± ·005
Personal equation			·180	± ·069
$d\lambda$...		3	01·082	± ·010
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ Kingston.....	5	05	52·843	± ·053

Observers :—West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN TADOUSAC AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Aug. 8....	24 09·484	24 09·284	3·330	± ·008	− 5·469	± ·011	24 00 685	24 00·485	24 00·585	± ·013	− ·002	·100
" 10...	24 02·358	24 02·143	3·090	± ·011	1·480	± ·009	24 00·748	24 00·533	24 00·640	± ·014	·053	·107
" 13....	23 54·156	23 54·000	3·385	± ·010	9·834	± ·012	24 00·605	24 00·449	24 00·527	± ·015	− ·060	·078
" 14....	23 50·792	23 50·604	3·449	± ·008	13·255	± ·012	24 00·598	24 00·410	24 00·504	± ·015	− ·083	·094

	h.	m.	s.	s.
Weighted mean		24	00·587	± ·007
Personal equation			− ·337	± ·006
$d\lambda$		24	00·250	± ·009
λ Ottawa	5	02	51·761	± ·052
$\therefore$ λ Tadousac	4	38	51·511	± ·052

Observers:—West, R. M. Stewart.
East, O. J. Klotz.

DIFFERENCE OF LONGITUDE BETWEEN WHITBY AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Aug. 16...	11 01·022	11 00·937	− 1 49·359	± ·014	3·640	± ·010	12 54·021	12 53·936	12 53·979	± ·017	+ ·111	043
" 17...	10 49·835	10 49·755	− 2 00·501	± ·008	3·539	± ·009	12 53·875	12 53·795	12 53·835	± ·012	− ·033	·040
" 18...	10 38·412	10 38·322	− 2 11·797	± ·010	3·678	± ·009	12 53·887	12 53·797	12 53·842	± ·013	− ·026	·045

	h.	m.	s.	s.
Weighted mean		12	53·868	± ·007
Personal equation			·197	± ·010
$d\lambda$		12	54·065	± ·012
λ Ottawa	5	02	51·761	± ·052
$\therefore$ λ Whitby	5	15	45·826	± ·053

Observers :—West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN SUTTON AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.				Clock Correction.				Difference of Longitude.						Time of Transmission.
	Western Signals.		Eastern Signals.		Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.		Eastern Signals.		Mean.	Probable Error.	v.	
1905.	m.	s.	m.	s.	m. s.	s.	s.	s.	m.	s.	m.	s.	m. s.	s.	s.	s.
Aug. 22...	12	10·694	12	10·557	− 2 21·566	± ·008	3·481	± ·009	14	35·741	14	35·604	14 35·672	± ·012	+ ·041	·068
" 25...	11	36·684	11	36·548	− 2 55·546	± ·011	3·452	± ·010	14	35·682	14	35·546	14 35·614	± ·015	− ·017	·068
" 25...	11	36·009	11	35·890	− 2 56·186	± ·011	3·416	± ·008	14	35·641	14	35·492	14 35·552	± ·014	− ·079	·060

	h.	m.	s.	s.
Weighted mean		14	35·631	± ·008
Personal equation			·203	± ·010
$d\lambda$		14	35·834	± ·013
λ Ottawa	5	02	51·761	± ·052
$\therefore$ λ Sutton	5	17	27·595	± ·053

Observers:—West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN ST. CATHARINES AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
August 29.	13 25·476	13 25·380	−35·841	± ·008	3·698	± ·010	14 05·015	14 04·919	14 04·967	± ·013	− ·027	·048
" 31.	13 08·430	13 08·364	−52·929	± ·008	3·639	± ·013	14 04·998	14 04·934	14 04·966	± ·015	− ·028	·033
Sept. 1.	12 58·920	12 58·845	−1 02 432	± ·007	3·703	± ·006	14 05·055	14 04·980	14 05·017	± ·009	+ ·023	·038

Observers:—West, F. A. McDiarmid,
East, R. M. Stewart.

	h.	m.	s.	s.
Weighted mean		14	04·994	± ·007
Personal equation			·219	± ·010
$d\lambda$		14	05·213	± ·012
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ St. Catharines	5	16	56·974	± ·053

DIFFERENCE OF LONGITUDE BETWEEN HARVARD COLLEGE AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	m. s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Aug. 31...	18 08·746	18 08·565	3·642	± ·013	0 15·791	± ·010	18 20·895	18 20·714	18 20·805	± ·016	− ·075	·091
Sept. 5...	17 56·582	17 56·409	3·502	± ·010	0 27·928	± ·014	18 21·002	18 20·835	18 20·918	± ·017	·038	·083
" 8...	17 48·535	17 48·370	3·387	± ·006	0 35·801	± ·010	18 20·949	18 20·784	18 20·866	± ·011	− ·014	·082
" 9...	17 45·666	17 45·518	3·369	± ·006	0 38·670	± ·011	18 20·967	18 20·819	18 20·893	± ·013	·013	·074
" 10...	17 43·097	17 42·909	3·536	± ·006	0 41·413	± ·016	18 20·974	18 20·786	18 20·880	± ·017	·000	094
" 14...	17 33·109	17 32·927	3·504	± ·010	0 51·396	± ·013	18 21·001	18 20·819	18 20·910	± ·016	·030	·091
" 21...	17 12·872	17 12·740	2·200	± ·006	1 10·292	± ·018	18 20·964	18 20·832	18 20·898	± ·018	·018	·066

	h.	m.	s.	s.
Weighted mean		18	20·880	± ·006
Personal equation			− ·337	± ·006
$d\lambda$		18	20·543	± ·008
λ Harvard College	4	44	31·160	
λ Ottawa	5	02	51·703	

Observers :—West, R. M. Stewart.
East, O. J. Klotz.

DIFFERENCE OF LONGITUDE BETWEEN NORTH BAY AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Sept. 27...	14 18·301	14 18·239	−40·059	± ·011	·512	± ·010	14 58·872	14 58·810	14 58·841	± ·015	+ ·004	·031
" 28...	14 14·496	14 14·402	−44·082	± ·006	·314	± ·005	14 58·893	14 58·789	14 58·846	± ·008	+ ·009	·047
" 29...	14 10·902	14 10·819	−47·905	± ·007	·049	± ·006	14 58·856	14 58·773	14 58·815	± ·009	− ·022	·042

	h.	m.	s.	s.
Weighted mean		14	58·837	± ·006
Personal equation			·242	± ·011
$d\lambda$		14	59·079	± ·012
λ Ottawa	5	02	51·761	± ·052
$\therefore\lambda$ North Bay	5	17	50·840	± ·053

Observers: West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN TEMAGAMI AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
October 3..	17 31·089	17 30·994	1 12·888	± ·007	−0·901	± ·008	16 17·300	16 17·205	16 17·252	± ·011	− ·016	·047
" 5..	17 26·957	17 26·816	1 08·279	± ·008	−1·306	± ·009	16 17·372	16 17·231	16 17·301	± ·012	+ ·033	·070
" 6..	17 25·416	17 25·306	1 06·545	± ·012	−1·525	± ·013	16 17·346	16 17·236	16 17·292	± ·018	+ ·024	·056
" 6..	17 25·299	17 25·215	1 06·471	± ·012	−1·535	± ·009	16 17·293	16 17·209	16 17·251	± ·015	− ·017	·042

	h.	m.	s.	s.
Weighted mean		16	17·268	± ·006
Personal equation			·251	± ·011
$d\lambda$		16	17·519	± ·012
λ Ottawa	5	02	51·761	± ·052
$\therefore\lambda$ Temagami	5	19	09·280	± ·053

Observers: West, F. A. McDiarmid.
East, R. M. Stewart.

DIFFERENCE OF LONGITUDE BETWEEN RENFREW AND DOMINION OBSERVATORY, OTTAWA.

Date.	Difference of Chronograph.		Clock Correction.				Difference of Longitude.					Time of Transmission.
	Western Signals.	Eastern Signals.	Western Station.	Probable Error.	Eastern Station.	Probable Error.	Western Signals.	Eastern Signals.	Mean.	Probable Error.	v.	
1905.	m. s.	m. s.	m. s.	s.	s.	s.	m. s.	m. s.	m. s.	s.	s.	s.
Oct. 14....	3 10·192	3 10·099	− 0 43·952	± ·010	− 2·510	± ·009	3 51·634	3 51·541	3 51·588	± ·014	− ·067	·046
" 21....	2 40·075	2 39·993	− 1 14·963	± ·010	− 3·332	± ·009	3 51·706	3 51·623	3 51·664	± ·014	+ ·009	·041
" 25....	2 22·966	2 22·916	− 1 32·472	± ·010	− 3·699	± ·009	3 51·739	3 51·689	3 51·714	± ·014	+ ·059	·025

	h.	m.	s.	s.
Weighted mean		3	51·655	± ·008
Personal equation			·275	± ·011
$d\lambda$		3	51·930	± ·013
λ Ottawa	5	02	51·761	± ·052
$\therefore \lambda$ Renfrew	5	06	43·691	± ·053

Observers:—West, F. A. McDiarmid,
East, R. M. Stewart,

LONGITUDE AND LATITUDE OF STATIONS OBSERVED IN 1905.

Place.	Difference of Longitude.		To	Longitude.		Longitude.		Latitude.	
	m. s.	s.		h. m. s.	s.	° ′ ″	″	° ′ ″	″
Dominion Observatory	1·739	± ·009	Cliff St. transit house	5 02 51·761	± ·052	75 42 56·41	± ·78		
Vancouver	3 08·187	±	Seattle	8 12 28·461		123 07 06·91			
Sharbot Lake	3 54·138	± ·008	Dominion Observatory	5 06 45·899	± ·052	76 41 28·48	± ·78	44 46 29·07	± ·13
Ste. Anne de Bellevue	7 03·551	± ·010	" "	4 55 48·210	± ·053	73 57 03·15	± ·80	45 24 28·13	± ·09
Trenton	7 26·921	± ·010	" "	5 10 18·682	± ·053	77 34 40 23	± ·80	44 05 52·53	± ·09
Madoc	7 01·995	± ·011	" "	5 09 53 756	± ·053	77 28 26·34	± ·80	44 30 15·70	± ·15
Father Point	28 58·188	± ·009	" "	4 33 53·573	± ·052	68 28 23·60	± ·78	48 31 05·14	± ·20
Lindsay	12 04·848	± ·012	" "	5 14 56·609	± ·053	78 44 09·13	± ·80	44 21 30·50	± ·12
Kingston	3 01·082	± ·010	" "	5 05 52·843	± ·053	76 28 12·64	± ·80	44 13 46·58	± ·09
Tadousac	24 00·250	± ·009	" "	4 38 51·511	± ·052	69 42 52·67	± ·78	48 08 27 19	± 22
Whitby	12 54·065	± ·012	" "	5 15 45·826	± ·053	78 56 27·39	± ·80	43 52 43·34	± ·12
Sutton	14 35·834	± ·013	" "	5 17 27·595	± ·053	79 21 53·92	± ·80	44 18 12·49	± ·12
St. Catharines	14 05·213	± ·012	" "	5 16 56·974	± ·053	79 14 14·61	± ·80	43 09 41·72	± ·13
Dominion Observatory	18 20·543	± ·008	Harvard College	5 02 51·703		75 42 55·55			
North Bay	14 59·079	± ·012	Dominion Observatory	5 17 50·840	± ·053	79 27 42·60	± ·80	46 18 22·21	± ·10
Temagami	16 17·519	± ·012	" "	5 19 09·280	± ·053	79 47 19·20	± ·80	47 03 47·91	± ·10
Renfrew	3 51·930	± ·013	" "	5 06 43·691	± ·053	76 40 55·36	± ·80	45 28 30·08	± ·14

LOCAL POSITIONS OF ASTRONOMICAL STATIONS.

Dominion Observatory.—The reference point of the longitudes observed in 1905 is a temporary transit house, the meridian of which is $0^s \cdot 12$ east of the centre of the dome of the observatory.

Vancouver.—The observatory is at Brockton Point, in Stanley Park.

Sharbot Lake.—The observatory was on a hill north of the Canadian Pacific Railway station. The pier is 385 feet north and 73·5 feet west of the west corner of the Canadian Pacific Railway station house.

Ste. Anne de Bellevue.—The observatory was about 300 feet south of the Canadian Pacific Railway station. The pier is 1552·22 feet N. 12° 12′ 15″ E. from main triangulation station 5 on end of guard pier at the lower entrance of the new lock.

Trenton.—The observatory was on the right-of-way of the Central Ontario Railway. The pier is 173 feet south and 83 feet east of the southeast corner of the Central Ontario Railway station house.

Madoc.—The pier is 113 feet west and 123 feet north of the northwest corner of Durham and St. Lawrence streets.

Father Point.—The observatory was on the property of J. McWilliams, immediately adjoining the lighthouse reserve. The centre of the pier is 125 feet 7 inches due south of the centre of the revolving light surmounting the lighthouse.

Lindsay.—The observatory was on the right-of-way of the Canadian Pacific Railway, 10·7 feet west and 172·8 feet north of the northwest corner of the Canadian Pacific Railway station house.

Kingston.—The observatory is situated on the Royal Military College grounds, on Point Frederick, about 200 feet from Cataraqui bay. It is used in connection with the work of the college.

Tadousac.—The observatory was on the premises of the Richelieu and Ontario Navigation Company, to the rear of their hotel. The meridian through the centre of the pier passes one foot west of the flag-pole over the tower of the main or office entrance to the hotel, and the flag-pole is 211 feet south of the pier.

Whitby.—The pier is 198 feet north and 159·3 feet east of the northeast corner of Brock and Colborne streets.

Sutton.—The observatory was situated on the right-of-way of the Grand Trunk Railway. The pier is 65·7 feet south and 111·2 feet west of the southwest corner of the Grand Trunk Railway station house.

St. Catharines.—The observatory was situated on the property of the St. Catharines Gas Company, at the corner of Phelps and Mill streets. The pier is 191·5 feet north and 94 feet east of the northeast corner of Phelps and Mill streets.

North Bay.—The observatory was situated on the property of the Canadian Pacific Railway. The pier is 283·5 feet south and 109·5 feet west of the northwest corner of Main and Sherbrooke streets.

Temagami.—The observatory was situated on the right-of-way of the Temiskaming and Northern Ontario Railway. The pier is 316 feet south and 219·6 feet west of the southwest corner of the Temiskaming and Northern Ontario Railway station house.

Renfrew.—The observatory was situated north of the Canadian Pacific Railway station, about 210 feet north of the main line. The pier is 75 feet north and 77·7 feet east of the southwest corner of Joe and Janet streets.

APPENDIX 5

REPORT OF THE CHIEF ASTRONOMER.

GEOLOGY OF THE MOUNTAINS CROSSED BY THE INTERNATIONAL BOUNDARY (49TH PARALLEL)

BY

R. A. DALY, PH.D.

APPENDIX 5.

REPORT ON FIELD OPERATIONS IN THE GEOLOGY OF THE MOUNTAINS CROSSED BY THE INTERNATIONAL BOUNDARY (49TH PARALLEL).

By R. A. DALY, Ph.D.

OTTAWA, ONT., November 14, 1906.

W. F. KING, Esq., LL.D., D.T.S., &c.,
International Boundary Commissioner,
Ottawa.

SIR,—I have the honour to transmit herewith a brief report of my work as geologist to the Boundary Commission during the past year.

The field-season of 1906 was largely spent in completing the geological map and structure section across the mountains along the 49th parallel of latitude. After the preceding seasons of employment on this work there remained three short belts to be surveyed.

One of these areas lies between Christina lake and Midway. The larger part of this belt, extending fifteen miles along the boundary east of Midway, had already been surveyed in detail by Mr. R. W. Brock of the Geological Survey Department. It seemed inadvisable to cover the ground thoroughly again, and I merely traversed this part of the belt to become acquainted with the formational units mapped by Mr. Brock, and to effectively tie on his map at its two ends to the general boundary map. It was a pleasure to appreciate by actual field tests, the excellence of his mapping in this, geologically very difficult, piece of country.

Between Christina lake and Grand Forks, a belt ten miles long from east to west and five miles in width was mapped. This area lies outside of the Boundary District map of Mr. Brock, and was surveyed in detail. The geology proved to be here, in the main, simple, as most of the area is underlain by a batholith of greatly crushed granite, now for the most part a banded gneiss. This batholith is structurally and genetically a parallel to the Remmel and Osoyoos granite batholiths examined last year, and already described in a paper on the Okanagan Composite Batholith.

The second area studied extends from the Skagit river to Chilliwack lake—a belt sixteen miles long and five miles or more in width. Its mapping has thus filled the gap in the general boundary map between the belts covered in the respective seasons of 1901 and 1905. The oldest formation found is a thick metamorphic series of unfossiliferous, but probably Palæozoic sedimentary rocks, now occurring as normal quartzites, cherty quartzites, phyllites and other micaceous schists ; the whole group corresponds in many features to the Carboniferous Cache Creek series. These metamorphic rocks are cut by a greatly sheared and banded gneissic granite of batholithic relations. Its intrusion is tentatively referred to the Jurassic period. Both the granite and the invaded sedimentary rocks were deeply eroded and were then unconformably covered by a thick series of basic volcanic flows, breccias and tuffs. The volcanics have low dips, but are extensively faulted; they are tentatively correlated with the volcanic breccias of similar composition underlying the Lower Cretaceous Pasayten formation mapped last season in the adjoining Hozomeen range. The youngest principal formation is the Tertiary batholith of granodiorite described in 1901 as composing the moun-

tains surrounding Chilliwack lake. The whole belt between the lake and the Skagit river is extremely rugged, the volcanic formation noted composing the high, sometimes almost inaccessible, peaks along the summit of Skagit range.

The third area covered this season extends from Slesse creek to Sumas prairie, a distance of about twenty miles from east to west. The minimum width of this belt is five miles. The region has only recently become accessible; by means of Mr. McArthur's system of good trails it is now possible, for the first time, to take horses and supplies into the heart of the region. Without such trails it would have been impossible to do satisfactory geological work in this most inaccessible part of the whole international boundary. The work has consisted chiefly in the attempt to unravel the complex groups of strata which here compose the Pacific slope of the Cascade range. A large part of the season of 1901 was spent on these same rocks, and, at that time, Palæozoic fossils were discovered in some of the staple formations; but many of their problems of stratigraphy and of correlation remained absolutely unsolved. It was therefore a matter of gratification to find fossils at half a dozen points and in critical members of the stratified series. The fossils indicate that both Mesozoic and Palæozoic formations are present. When a detailed determination of the collections has been made, it is hoped that these rocks may be referred to particular stratigraphic horizons. Associated with the Mesozoic sediments, which are argillites chiefly, is a thick, massive series of vesicular flows of basic lavas now greatly crushed, faulted and metamorphosed; they are tentatively correlated with the Triassic volcanics of Vancouver island and Queen Charlotte islands.

After the mapping of this third area, a week was spent in the study of the fossiliferous Cambrian rocks described by Mr. McConnell as occurring along the main line of the Canadian Pacific Railway. The purpose of the study was to test the conclusion derived from the field data of 1905, that a large part of the conformable series composing the staple rocks of the Southern Selkirk system, the Purcell system, and the Rocky Mountain system at the forty-ninth parallel, are also Cambrian, though they bear no determinable fossils. It was found that the Castle Mountain-Bow River Cambrian strata repeat with great fidelity a large number of special lithological features characteristic of the great Siyeh formation and the underlying formations at the boundary. These special correspondences render it in the highest degree probable that the base of the Cambrian underlies the Siyeh formation, while, of course, overlying the pre-Cambrian Altyn limestone in which 'Algonkian' fossils were discovered in 1905. It has thus become possible to correlate with considerable certainty the dominant sedimentary formations of the eastern half of the boundary belt with the major sub-divisions of the world's geological series. The 4,000-foot dolomitic and argillitic Siyeh formation is the stratigraphic equivalent of the massive Castle Mountain group of dolomites and argillites; the correlation of other formations in the boundary sections will be detailed in the final report.

Since the Cambrian and pre-Cambrian rocks of the boundary belt and elsewhere in British Columbia, Alberta, Idaho and Montana, are relatively not much metamorphosed, the prevailing absence of fossils in those rocks has itself afforded an important special problem antecedent to the interpretation of the rocks in the different sections. I have attempted a solution of the problem in terms of the varying constitution of ocean-water. The conclusion arrived at is, briefly, that the pre-Cambrian Ocean, for most of its history, was practically a limeless ocean. It was not until near the beginning of Lower Cambrian time that calcium salts came to be dissolved in the sea-water in amounts sufficient for the needs of lime-secreting organisms. The oceanic condition for the preservation of abundant animal remains became established only in late Cambrian or in Silurian time. The hypothesis further explains the origin of magnesian sediments including dolomites, and suggests the origin of many iron ore deposits as, for example, those of the Lake Superior district. An explanation is also offered of the emanations of natural gas and petroleum from the pre-Cambrian rocks of the Flathead valley, on which I reported last year. This hypothesis has been outlined in the form of a special paper and is now in press.

As in former years the effort was made during the months in the office, to clear up some of the theoretical and other major difficulties in the way of the interpretation of field observations in the boundary mountains. The experience of the five seasons spent on the boundary work have convinced me more and more thoroughly that theoretical geology is the basis of practical geology, that economic or mining geology is unceasingly dependent on the healthy and vigorous growth of the theory of general physical geology. On the other hand, the data for intelligent geological theory must be found chiefly in sheet or areal mapping on the large scale. There is, therefore, one principal way in which the Government can best subserve the interests of the mining public, and that is, by causing the active, thorough, interpreting geological survey of areas much larger than mining districts. That wider view of the rocks is absolutely indispensable to a full and rounded, and hence completely fruitful knowledge of ore-bodies or other mineral deposits as to their origin, occurrence or exploitation. The mining companies are to-day showing an increasing demand for the services of those mining geologists who have most completely assimilated the stable principles of rock-interpretation laid down by intelligent areal geologists. Both classes of geologists are dependent upon theory; without theory it is impossible to take a single long step in the explanation of field phenomena whether those have a direct practical bearing or not. It is thus not of choice merely, but of necessity, that I have had to spend much time on the theoretical side of the boundary geology.

A paper on 'Abyssal Igneous Injection as a Causal Condition and as an Effect of Mountain-Building' was published in the September number of the *American Journal of Science*. A second paper on 'The Differentiation of a Secondary Magma through Gravitative Adjustment' was published at Stuttgart in the *Rosenbusch Festschrift*. A third on 'The Okanagan Composite Batholith of the Cascade Mountain System' was published among the bulletins of the Geological Society of America, volume 17. A fourth paper, on 'The Nomenclature of the North American Cordillera between the 47th and 53rd Parallels of Latitude' was printed in the June number of the *Geographical Journal*.

These publications and the continued preparation of the final report on the boundary geology occupied all of the year except the time spent in the field and in attending the International Geological Congress in Mexico City during the middle part of September.

With the close of the past season the field work has been practically completed for the geological map and sections across the mountains. Owing to the exigencies of the work, and especially owing to the fact that the geology of several parts of the boundary had to be done before the topographic base-maps of the International Commission were available, it has been found advisable to map parts of the belt which lie entirely in Canada. In such cases I either made a rough sketch map or enlarged for field work the reconnaissance contour maps issued by the Geological Survey Department. The consequence is that the geological map as actually completed is not always symmetrical with respect to the international boundary. From Point Roberts to about the longitude of Sumas lake the geological map will coincide with the Commission topographic map. From Sumas lake to the Skagit river the minimum width of the belt mapped is five miles and the belt lies wholly on the Canadian side. From the Skagit to the Similkameen river the belt is again symmetrical with respect to the boundary line. From the Similkameen to Port Hill the geologically mapped belt is limited on the south by the line; the minimum width is here five miles, but from Christina lake to Port Hill, a distance of about eighty miles, the minimum width is ten miles. From Port Hill to the summit of the Rocky Mountains the Commission topographic map was employed. From that summit to Waterton lake, a distance of fifteen miles, no geological map was made, but a structure section was run to the lake and thus to edge of Great Plains. The total length of the belt mapped is 410 miles; its area, about 2,700 square miles.

I have the honour to be, sir,
Your obedient servant,

REGINALD A. DALY.

PART VI

ROCKY MOUNTAINS PARK OF CANADA

ROCKY MOUNTAINS PARK OF CANADA

REPORT OF THE SUPERINTENDENT OF THE ROCKY MOUNTAINS PARK OF CANADA.

BANFF, ALTA., September 1, 1906.

To the Hon. FRANK OLIVER,
Department of the Interior,
Ottawa.

SIR,—I have the honour to submit for your consideration my report as Superintendent of the Rocky Mountains Park of Canada for the year ending June 30, 1906.

It is a sincere pleasure to me to be able to report that my anticipations of only a few years ago have been already more than realized. The National Park has already developed beyond all reasonable expectations, and from present indications it is difficult to limit its usefulness not only as a unique pleasure resort for the people of the Dominion as well as for visitors from almost every quarter of the habitable world but also as a health resort of the highest and most beneficial character.

Nowhere on the continent of America is there to be found so attractive a beauty spot as the Rocky Mountains Park of Canada. Its magnificent scenery is absolutely unrivalled; the air is clear and invigorating and everything that can be done with the means at the disposal of your department is being done to permit tourists and others to enjoy with the least possible discomfort the many and varied beauties with which the park abounds. It is also pleasing to be able to report that the more recent discoveries are, if anything, more magnificent and more diversified than those of earlier date. The scenery in some portions of the Yoho Valley district baffles description. Tourists who have penetrated from Laggan northwards are unanimously enthusiastic in their praise of the magnificent scenery to be found between the main line of the Canadian Pacific Railway and the Saskatchewan river. In this connection, I would respectfully suggest that the northern limit of the park, in the province of Alberta at least, should be increased from its present boundary, the northern limit of township 34, to the Saskatchewan river which is to-day the natural, though not the official, northern limit in this province. As you are already aware, the present northern boundary is altogether theoretical, the country not having as yet been surveyed, and for the preservation of game as well as for other obvious reasons, the Saskatchewan river would form an ideal and easily recognizable boundary. The country to be included, should my suggestion meet with your approval, is the natural complement of Canada's great playground, and should prove easy of access in view of the proposed construction of railroads through the mountain passes and Northern Alberta to the Pacific coast. The following graphic description of the country adjoining the southern bank of the Saskatchewan river and the district known as the Kootenay Plains, both of which are at present outside of the park limits, is well worthy of perusal, more especially as it is from the pen of Mrs. Schaffer, of Philadelphia, Pa., a lady who, from long acquaintance with the mountains and thorough knowledge of her subject, is eminently well qualified to speak :—

'A recent visit to the Saskatchewan river and Kootenay Plains district, covering a period of three weeks, furnishes ample proof of the desirability of including those sections of the country within the limits of the National Park.

'Our party left Laggan on July 24, heading almost directly north and following the course of the Pipestone river. The Pipestone and the adjoining valleys are in themselves some of the most picturesque features of the trip. Having its birth in the snows of the Pipestone Pass thirty miles from Laggan and 8,400 feet above the sea level, the Pipestone winds along between parallel ranges of comparatively low moun-

tains. These mountains, presumably of limestone, have a uniform dip towards to west or southwest. The summit of the pass is a sight to be long remembered. One follows the course of the Si Fleur river for miles from Laggan away in the south, winding like a silver thread through the green meadows and still greener forests until it becomes lost in the medley of mountains around the Saskatchewan.

'Here the botanist will find a profusion of the rarest alpine plants, and it may be safely said that nowhere through the entire country will the botanist find himself more pleasantly at home.

'The Kootenay Plains are marvels of beauty. A magnificent open grassy valley surrounded by low hills 7,000 or 8,000 feet high and watered by the winding Saskatchewan, it is an ideal resting place for the nature lover or as a temporary refuge from the increasing civilization of this vast country. The Indians have named this section Ka Soona Finda or the Winding Valley, from the soft wind which blows constantly from the north. This chinook wind sweeps away the winter snows and keeps the whole valley delightfully green throughout the entire year. During the summer season the melting snows from the higher mountains which surround it, make the river almost impassable to the tourist. The best trail is on the north side of the river, but owing to the high water the south trail had to be resorted to. This is a more or less dangerous route as the banks of the river are badly undermined and one needs to keep a sharp watch on one's pony, which, although usually a clever trailer, sometimes makes faulty calculation as to the stability of rotten banks.

'Twenty-five miles carries one to the junction of Bear creek and the Saskatchewan river, under the shadow of Mount Wilson. Here is the heart of a magnificent panorama of the higher and less known mountains. Murchison, Pyramid, Sarbach, Survey, Forbes, Saskatchewan and the Freshfield range form a group well worth several days' travel to reach. Turning now towards the south and following Bear creek, the mountains are seen here and there gleaming from among the rich pine forest. The Wild Fowl lakes are among the first to attract the eye in the long series of water stretches. The first of these will promptly appeal to the artistic eye, and the countless ducks fully justify the title. The second, half a mile distant, is almost if not quite as beautiful as its sister. Peyto lake, probably the most dramatic and effective of all the lakes in the Bow region, lies on the north exposure of the Divide. This is a sight which no tourist should fail to see. It lies like a great emerald set in rugged rocks. At its upper end a superb glacier feeds its green waters which eventually merge into Bear creek. One mile further to the south one climbs the last gentle slope and stands on the summit of the Bow Pass.

'Here the well known river which flows through Alberta past Banff and Calgary to the Saskatchewan first sees the light of day. Two beautiful springs of crystal clearness bubble from among the green meadows and start in joyous chatter on their journey south. Even if one goes no further than Bow Summit one feels glad to have seen the vision of beauty which here greets the eye.

'The Bow lake and Glacier appear two miles further down the valley. One takes a novel trail to skirt the lake, not other than the water of the lake itself. The wise little horses much prefer the pebbly lake bottom to the soft and treacherous muskeg of the shore.

'Lake Hector is the last of this superb group, and we say farewell as we follow the still magnificent mountains and the constantly widening Bow. The last two days of travel to Laggan are but a poor ending to 150 miles of unsurpassable scenery. Twelve miles of muskeg with constant fear of being engulphed, weary horses and miles of fallen timber are the chief characteristics. But it is all worth many times the trouble and inconveniences to be endured which are small enough in comparison with the stupendous magnificence of a district whose beauties will appeal to every lover of nature's treasures.'

I think it unnecessary to add anything to the extract quoted above except to again impress upon you the desirability of including this magnificent district within the con-

fines of the National Park by extending the northern boundary to the Saskatchewan river.

The popularity of the National Park as a tourist resort may best be gathered from the photographic reproduction appended of a page from the register at the Banff Springs Hotel. This is a most interesting contribution to the literature of the park,

BANFF SPRINGS HOTEL.

☞ PLEASE NOTICE—To prevent losses, Visitors are requested to deposit their money, or other articles of value, IN THE SAFE otherwise the Hotel cannot be held responsible.

Room.	NAME.	RESIDENCE	TIME
	Thursday Aug 4th (Continued)		
66	L. Ellsworth		
155	Mr & Mrs McEwan	Johannesburg South Africa	
152	Hebden by	Toronto	
154	F. J. Campbell	"	
144	A. E. Gribbin	Honolulu	
85	Ashmun Bartlett	Sing. Jas. S.S.	
267	J. Jonckheer	The Hague	
268	Fabish	Macassar	
271	Lenes	Paris	
147	O. Werth	Villach, Austria	
56	Chas K Harmon	Warren Ohio	
49	Wm Nicholl	England	
142	Miss Sally Lowry Beck	Kyoto Japan.	
	Friday Aug 5th 1904		
96	Mr & Mrs W. H. Baird	Chicago	
88	Miss Katharine Baird		
255	Mrs A. L. Draper & maid		
231			
232	Miss Dixon		
233			
234	J. S. Willings.		
239	Miss S. C. Parke	New York	
77	Shuttleworth	Montreal P.Q.	
100	Mr & Mrs H. E. Judge	Portland, Ore.	

showing as it does the truly cosmopolitan character of our visitors, and inferentially the fact that the National Park has become known throughout the civilized world. On

a single page are to be found the names of visitors from such distant points as Johannesburg, Borneo, Hong Kong, Paris, Austria, Ohio, England and Japan. What more need be said ?

As will be seen from a comparison of the figures for the year ending June 30, 1906, with those for the preceding year, the number of visitors at the Banff Springs Hotel has almost doubled, while the Sanitarium and other hotels at Banff show a very large increase. As a consequence the revenue of the park has increased by leaps and bounds. The subject is dealt with in detail in another part of my report but I should like to point out here the significant facts that while in July, 1903, our revenue from baths amounted to $263.50, for the same month this year it has reached the eloquent sum of $1,429.50. Similar evidence of increased revenue will be found in the comparison of the amounts received by way of rent. For the year ending June 30, 1903, the revenue from this source amounted to $2,214; for the year ending June 30, 1906, the revenue from rents amounted to $4,055. In other words, the revenue from rents has almost doubled in three years. A comparison of the figures appended hereto with those of former years will show that the revenue from other sources has also largely increased within the same period.

The establishment of the Alpine Club of Canada has already done a great deal to make the National Park attractive to lovers of mountain climbing. This club, which was organized at Winnipeg in March last year under excellent auspices, held its first summer camp at the summit of the Yoho Pass from July 9 to July 16. Over 100 members attended, and the proceedings were entirely successful. The situation was admirably chosen, only twelve miles from the village of Field, and at the same time in the heart of the mountains. The weather was perfect throughout, and Edouard and Gottfried Feuz, the Swiss guides in attendance, did their work most satisfactorily. Eight of the higher mountain peaks were successfully surmounted, Collie, the President, the Vice-President, Marpole, Michael's Peak, Wapta, Burgess and Field.

Forty-four graduating members, of whom fifteen were ladies, duly qualified for active membership by climbing peaks at least 10,000 feet above the sea level. For the official climb the peak known as the Vice-President was selected. This is by no means an easy climb, involving nearly all the various phases of mountaineering. The ascent occupies from seven to eight hours. Visits were also made to points of interest in the vicinity. One of the most pleasant of these was a two-day trip around the Yoho valley, going by the lower trail, stopping the night at the Laughing Falls and returning by the upper trail after a visit to the Yoho Glacier and Twin Falls. The parties each consisted of about twenty persons and all seemed to be delighted beyond expression.

As a consequence of the phenomenal success attending the first camp, the location of the next camp has already been decided upon, and the club has arranged to assemble next year at Paradise valley in the province of Alberta, when it is hoped that the membership will be largely increased.

I may add that the club, under the able presidency of Mr. A. O. Wheeler, F.R.G.S., will during the coming winter issue its first Year-book, which should be of immense assistance in making known to the world some of the wonders of our great Dominion. The Alpine Club has already become a national institution whose importance to the country has, I am pleased to say, been already recognized by your department.

Another matter to which I respectfully desire to draw your attention is the necessity for some more suitable and permanent provisions for the caged animals in the park. These animals, as you are already aware, are now maintained in temporary structures in the Buffalo park, about two miles from the village, and are subject to all the inconveniences naturally arising from the absence of proper sanitary and other necessary equipment. The village of Banff is now provided with an adequate waterworks and sewer system, and I would respectfully suggest that an appropriation be made without delay for the purpose of establishing in the grounds surrounding the museum building a properly equipped zoological garden, where permanent provision might be made for the keeping of our caged animals. Cages constructed of cement and iron in such a

way as to allow their being kept in proper sanitary condition would be not only much more healthful for the animals themselves but much more convenient for visitors to the museum. As will be seen from the details given hereunder we have now in captivity sheep, goats, antelopes, mountain lions, bears, wolves, foxes, &c., which suitably distributed in a convenient place should be most attractive. I am strongly of opinion that the outlay which I have suggested would be well justified by the results and that in a few years the zoological gardens should become one of the leading attractions for visitors to this portion of the National Park. I may add, in this connection, that the birds at present in captivity close to the museum buildings are visited during the season by thousands of persons, who are delighted even with the few specimens on exhibition. We have adjoining the museum about four acres of suitable grounds. These can with very little expense be cleared of underbrush and made into a pleasant and cool resting place for summer visitors. The advantages of the sewerage and waterworks systems in connection with the establishment of the zoological garden are too obvious to require further comment and the central location of the grounds would make the garden most easy of access. I sincerely hope you may be able to see your way to carry cut this suggestion which I think will, in a great measure, solve some of the difficulties under which we labour.

The roads and bridges throughout the park have during the past year been maintained in good repair. In all about eight miles of new road have been constructed since the date of my last report. The two bridges over the Kicking Horse river, mentioned in my report last year, were completed during the past winter and have been in use since the beginning of the present season. These bridges, as you are already aware, are on the main carriage road leading to the Yoho valley, and their usefulness cannot be really proved until the roadway is constructed to its termination.

The wooden bridge over the Kicking Horse at Leanchoil has been raised beyond the reach of high water, and new abutments and trussing have been put in. This bridge is on the road from Leanchoil, on the line of the Canadian Pacific Railway to Wapta Falls and the Ice River valley, where about nine miles of good driving road had been already built by the government of British Columbia before this district was included in the park limits. About nine miles of equally good road has been built by me under your directions from Field to Ottertail, and I now propose, with your approval, to connect Ottertail and Leanchoil by the construction of nine miles more of roadway so as to have a continuous driving road all the way from Field to the Ice River valley, a distance of about thirty miles and through a district which has been described by Mr. Edward Whymper, the famous mountain climber, as 'The beauty spot of the Rockies.'

A bridle trail three miles in length from Leanchoil to the Hoodoos has also been constructed since the date of my last report and five new bridges have been built on the bridge trail already existing between Leanchoil and Wapta Falls. These trails have been needed for a considerable time for the purpose of rendering accessible two points of very great interest. The Hoodoos here are undoubtedly the finest in the mountains and are well worth a visit. They consist of natural columns of cemented gravel standing straight up to a distance of in some cases a hundred feet. The Wapta Falls, which have to some extent been already described in my various reports, are truly magnificent and have been much appreciated during the present season by a large number of visitors. The falls are situated at the junction of the Kicking Horse and Beaver Mouth rivers, the former suffering a sheer drop of about 75 feet, and forming a magnificent waterfall owing to its width which is about 200 feet.

In the village of Field, the streets have been thoroughly cleared and graded and as a consequence the appearance of the town has been much improved. The Emerald lake and Ottertail roads have been carefully looked after, and the damage caused by snow and mud slides as well as by the ever-recurring washouts has been repaired. Work on the carriage road to the Yoho valley is well under way, about seven miles in all having been completed up to the present. This enables the tourist even now to cross the Yoho river near its mouth so as to get a glimpse of the wonders which will be made accessible as soon as the road has been constructed into the valley itself.

A handsome office building for my assistant has been erected at Field. The building, which is of the bungalow style which has become so popular in the park, harmonizes gracefully with its surroundings and its interior is finished in the handsome woods in which the district abounds.

It will be necessary at an early date to replace the present temporary bridge over the Kicking Horse river, at Field, by a structure of a more permanent character, as it is the only artery connecting the village with Emerald lake and the Yoho Valley district. The hotel register at the Mount Stephen House shows about 4,000 visitors at Field during the past year, about 90 per cent of whom would undoubtedly have visited Emerald lake as well. It is estimated that about 1,000 tourists also visited the Yoho valley, even under the present crude conditions. It is therefore evident that, in view of the large and constantly increasing traffic, a permanent bridge is an almost absolute necessity.

In that portion of the park lying east of the village of Banff a good deal of useful and necessary work has been and is now being done. As I stated in my report of last year a good driving road is under construction by the government of the province of Alberta, between the City of Calgary and the eastern limit of the National Park. The work of grading the western end of this road is now being proceeded with, and I have had a number of men employed in grading and otherwise improving the road between Canmore and the eastern limit already mentioned ; as a result, although the road from Calgary to Banff is not as yet in at all as good a condition as I should wish, it has been extensively used by residents of Calgary and the surrounding district, who have by this means been enabled to bring their horses and carriages to Banff during their summer stay, and are therefore enabled to provide themselves and their families with a very necessary and inexpensive mode of locomotion. I may add that this road runs through the new but thriving town of Exshaw mentioned in another portion of this report.

In the village of Canmore one and a half miles of roadway connecting the coal mines with the railway station have been constructed and graded.

I have found it necessary to make arrangements for the replanking of the traffic bridge across the Bow river at the village of Banff. This bridge, which is the only connecting link between the north and south sides of the river, carries a very great deal of the traffic, and the present flooring, which was put in about ten years ago, has survived its usefulness.

The Mountain Park reserve, at Glacier, which was instituted by order in council, in November, 1903, is, as you are aware, outside the limits of the Rocky Mountains Park and Yoho extension. It comprises a territory of about 700 square miles and includes among other things the famous Deutschman caves and the great Glacier of the Rockies, and some of the highest and most magnificent peaks to be found in the Selkirk range, including Mounts Sir Donald (10,800), Fox (10,572), Bonney (10,205), Kilpatrick (10,636), Augustine (10,762), and Cyprian (10,712). Glacier House on the Canadian Pacific Railway line is the centre of this magnificent district and a favourite resting place for tourists. It is the nearest point for those wishing to visit the Glacier and the Deutschman caves, which only need to become known to make them attractive to large numbers of visitors.

During the spring season of the present year I constructed a permanent bridle trail from Ross Peak station to the Deutschman caves, a distance of four miles. This trail with its numerous 'switchbacks' or corkscrew trails affords a charming ride and the scenery from the different points along the road baffles all description. Already, since the construction of this trail, an average of about 50 persons per week have visited the caves. A short distance from the railway I built a log cabin 16 x 18 for the convenience of tourists alighting from the train at Ross Peak, where there are no other buildings of any kind; a similar cabin 18 x 40 has also been erected near the entrance of the caves, and small buildings for storing tools, &c. These cabins are of rustic design, being of split cedar on heavy log frames. In this connection I may say that in the construction of all necessary buildings, I have endeavoured as far as possi-

ble to carry out the rustic design, which is by far the most suitable as well as the prettiest for all buildings in the park. These cabins have been furnished with camp-stoves, cooking utensils and sleeping bunks, so that tourists as well as our caretakers may make themselves as comfortable as possible under the circumstances. The climatic conditions at the summit of Cougar mountain, where the caves are situated, are such as to render some place of refuge necessary for belated travellers, many of whom have already expressed their gratitude for the provision made for their comfort.

In the Deutschman caves, the entrance to that described on the map already sent you as No. 1 has been considerably enlarged.

In the auditorium, one of the vast chambers in the cave, I built a bridge across that portion of Cougar creek which runs through it, to avoid crossing tourists on the temporary raft, which was a constant source of danger. A pathway has been blasted out of the solid rock in this cave to a length of over 200 feet. This, however, is merely the commencement of the work necessary to be done in the caves, which, as I have already reported, are of enormous area and have as yet been explored only for the extent of about a mile.

The caretaker has done a good deal of exploration work himself during the past season, when not occupied in conducting tourists. Altogether it may safely be predicted that the Deutschman caves will in the very near future attract thousands of visitors, who will be amply repaid for the inconvenience accompanying the trip by the wonders of nature which they will be enabled to see.

At Laggan, work has been continued on the carriage road from Lake Louise to the valley of the Ten Peaks. This road is now in use for a distance of about eight miles. I hope to have the remaining four miles completed before winter, so as to enable tourists to visit the famous Moraine lake in the valley. This is one of the most beautiful of the many beautiful spots to be found in the park, and I am informed on good authority that as soon as the road is completed, a handsome chalet, similar to those already built at Lake Louise and Emerald lake, will be erected by the Canadian Pacific Railway Company. When that has been done the latter places must look to their laurels, as competent authorities claim that the beauties of Moraine lake are more accentuated than those to be met at any other point.

The road from Laggan station to the chalet at Lake Louise is now being gravelled and finished. I have experienced no trouble whatever from washouts since the construction of this road, which I am informed may be utilized for an electric tramway in the near future, subject of course to your approval. No formal application for permission has, however, been made as yet, although the matter has been mentioned to me unofficially.

THE VILLAGE OF BANFF.

The beautiful village of Banff, which has been facetiously described as the 'Capital' of the National Park, continues to improve in every desirable direction. The popularity of Banff as a summer home is best evinced by the fact that there are at present no less than 525 lots under lease, producing an annual revenue of over $4,000. Of these nearly one-half have been taken up within the past year and I am daily in receipt of applications for leases of the lots still remaining. I am pleased to report that many of the lessees have erected handsome buildings altogether in harmony with the surroundings, and Banff has to-day many rustic homes which for beauty and comfort it would be difficult to rival. In the business portion of the village some buildings have recently been erected which form in themselves a pleasant addition to the many existing attractions. Amongst these is the building now erected for the Imperial Bank of Canada, which in tastefulness of design and prettiness of appearance stands out prominently. Plans are also being prepared for the erection of barracks for the local detachment of the Royal Northwest Mounted Police, and it is to be hoped that the general idea of rustic design, which I strongly favour, will be carried out in the construction of this building also.

The contract let last year to Messrs. Breckenridge & Lund for the construction of a waterworks and sewerage system is now almost completed, and we are eagerly looking forward to the day which is already close at hand when the residents of the village will be provided with modern sanitary appliances as well as with an abundant supply of excellent water, which will be found invaluable for the purpose among others of beautifying the streets and lawns throughout the village. Our electric light system has proved most satisfactory, more especially in regard to street lighting. We have now thirteen incandescant arc lights, each of 1,200 candle power, placed where most necessary throughout the village streets, and several others will be needed in the future owing to the opening up of new streets and the erection of buildings in the outlying districts. The money expended in this direction is being well spent. The bright light enhances the beauty of the village to incoming travellers, many of whom expect to find themselves in a primitive and unprogressive village, rather than in a beautiful, well-lighted and well-appointed little town, having every characteristic of genuine prosperity and comfort.

Owing to the recent large increase in the number of lots applied for I have found it necessary to clear and grade over two miles of new streets, among these being those shown on the townsite plan as Otter, Cariboo, Wolf and Muskrat streets. The clearing and grading of these streets is a somewhat tedious operation, meaning nothing less than cutting through the virgin forest, felling growing timber, clearing, grubbing out roots, and ploughing the soil so as to bring the streets to a proper grade. About four miles of the main road from the village to Lake Minnewanka has been freshly gravelled and is now in excellent condition. This road requires no little attention as it carries the heavy traffic to Bankhead as well as to Lake Minnewanka. A good deal of work has been done on the road, on the south side of the Spray river, since the date of my last report. Owing to the heavy character of the work, I have been able to complete only one mile in addition to five miles already built. Some unforeseen but necessary work which had to be done in other places prevented me from leaving my workmen on this work for any very great length of time, but I hope by next year to have this road fully completed as far at least as the Canyon or Spray Falls, a distance of about seven miles from the village.

All the roads in the vicinity of the village are being kept up to their usual standard, repairs being made without delay whenever necessary.

MUSEUM BUILDINGS AND GROUNDS.

As will be seen from the report of the curator of the museum (which is appended hereto), over 9,000 visitors registered at the museum building during the past year, besides many others who visited the building but failed to register their names.

Additions are being made from time to time as opportunity offers, to the various collections of specimens on exhibition, and the greater number of visitors seem deeply interested in the different exhibits. The reading and writing rooms are also well patronised, the latter being a great convenience to passing tourists.

I have already pointed out the desirability of clearing the four acres adjoining the museum building, to be used as a zoological garden.

HOTEL ACCOMMODATION.

The ever-increasing number of visitors to the National Park is still a puzzle to the hotel managers at the different points of interest. In Banff itself, Banff Springs Hotel, although now of enormous proportions, is entirely inadequate to the number of its patrons, and the Canadian Pacific Railway Company finds itself again compelled for the third time to make another large addition to its already magnificent building. The Sanitarium has recently been more than trebled in capacity but has again to find more room for its patrons. In the village all the hotels, the King Edward, the Alberta, and

the Park have been more than doubled in capacity, yet it is not an infrequent thing to find numbers of visitors wandering around in search of accommodation, while thousands have been warned against stopping over owing to the lack of room everywhere.

At Laggan, the Canadian Pacific Railway Company has found it necessary to more than double the capacity of the Chalet, which has now been transformed into a palatial hotel, gloriously situated in the centre of one of the most attractive spots to be found in the park. No less than 5,454 people were accommodated at this point during the past year, nearly all of whom were obliged to reserve rooms some time in advance. From present indications the number of visitors to Lake Louise for the present year will be at least double the number given above.

Nearly 4,000 visitors chose the Mount Stephen House at Field as their headquarters, for the purpose of spending a few days at Emerald lake. The accommodation for visitors at both places is excellent but entirely inadequate.

At Glacier House, which is the centre of the Glacier Park, nearly 5,000 were accommodated, which is a tribute to the increasing popularity of this recent addition to the attractions of the mountains. Many people were induced to visit this district owing to the propinquity of the Great Glacier and the Deutschman caves which have already been described.

CAVE AND BASIN AND UPPER HOT SPRINGS.

At the Cave and Basin the increase in the number of bathers has exceeded all reasonable expectations. As already reported, the additional dressing rooms were added in 1904. In 1905 eight more rooms were added and during the past year I added six more rooms, making in all 32 rooms now in use. This accommodation during the past season has proved altogether inadequate, intending bathers being compelled to wait sometimes for hours to secure a dressing room for themselves. Owing to the limited area of the pools the erection of additional dressing rooms would be of doubtful advantage. The question of increasing bathing facilities is one that will have to be carefully gone into, as it will probably involve considerable expense. At the present time the most obvious solution of the difficulty is the erection of another large bathhouse at the middle spring, which should to some extent relieve the congestion at present existing at the Cave and Basin. The register at this place for the year ending June 30, 1906, shows 9,566 visitors. For the month of July last past, about 4,000 bathers used the Basin alone. These figures will show the absolute need of increased bathing facilities. I have found it necessary to employ additional temporary help for the laundress in charge of bathing necessaries, during the months of July and August. The revenue from this source has more than trebled within the last three years. Every bather is supplied with a bathing costume and fresh towels at a charge of 25 cents (bath included). This, as you will have seen, is one of the most popular of our attractions.

The popularity of the baths at the Upper Hot Springs, although not quite two years in operation, has caused similar difficulties to those experienced at the Cave and Basin. Indeed, here the difficulty seems to be almost insurmountable. The pool, which is patronised almost entirely by invalids who come from all parts of the world, has become altogether too small for the number of those using it. I originally had eight dressing rooms built, which I thought would have been ample for some time to come. I very soon found it necessary to add eight more, and this year I shall have to add eight more, making in all 24 rooms. There is no advantage in adding further accommodation, for the reason that the pool is only 24 x 48 feet in all, and our private baths are only ten in number. The marvellous cures effected here have become known in distant lands, and the result is that invalids from every conceivable place come here for treatment, which in almost every case results in a cure. The problem now before your department is to find means to meet this ever-growing demand. In my opinion it will be necessary with the least possible delay to erect a modern hydropathic establishment

with a resident physician in charge. The revenue to be derived from such an establishment will undoubtedly in a very short time repay all the expense of construction and maintenance besides leaving a handsome surplus. Moreover, the enormous benefit which the government can in this way confer on suffering humanity would entitle the administration to the sincere gratitude of the people of Canada and other countries as well. It is impossible for one who is not on the spot to realize the curative properties of the waters at the Upper Hot Springs. In rheumatism and kindred ailments, some marvellous cures have already been effected, with the result, as stated above, that it has become almost impossible to cope with the increased patronage, or to give relief to many who urgently need it. I trust that you will give this matter your earliest attention.

I reproduce for ready reference the analysis made by A. McGill, government analyst, of the water from this spring :

	Millegrammes per litre.	Grains per gallon.
Chlorine (in chloride)	6·0	0·42
Sulphuric acid (SO_3)	550·0	38·50
Silica (SiO_2)	33·0	2·31
Lime (CaO)	355·0	24·85
Magnesia (MgO)	69·5	4·87
Alkalies (expressed in terms of Na_2O)	8·9	0·62
Lithium	A decided trace.	Trace.
Sulphuretted hydrogen (H_2S)	4·3	0·30
Temperature of water	115·5° F.	
Albuminoid nitrogen	None.	None.

THE AVIARY.

The golden eagle, a splendid specimen, is being kept at the Buffalo paddock, owing to lack of proper accommodation in the Aviary. The great horned owl and a large fish hawk, also fine specimens, are also confined at the paddock for similar reasons.

The birds in the Aviary show a fairly satisfactory increase, without any loss whatever, but I do not as yet feel justified in setting any of them at liberty. Our different varieties of pheasants are seen daily by large numbers of visitors. Since my last report I have added a large wire cage 20 x 50, containing specimens of Canadian wild geese, wild ducks and mud hens. The cage is built over a natural pond in the museum grounds and the birds up to the present seem to be in a healthy condition. I hope when opportunity offers to secure further specimens of native water fowl to add to our present little collection.

THE FAUNA OF THE PARK.

The animal paddock, in which are kept our herd of buffalo and other big game as well as the caged animals, has during the past year fully maintained its hold on popular favour, the number of visitors passing through the gates being 12,090 as against 8,000 for the year preceding. In addition a large number of pedestrians visit the paddock and inspect the animals from the outside fence. Of these no record is kept.

During the past year the buffalo have increased by ten head, making our herd in all 61 head. All the animals are healthy and in a thriving condition. The elk, moose, mule, deer, Persian sheep, goats, and indeed, all the animals in our collection have shown satisfactory increase and are doing well. Since the date of my last report a fine specimen of the male antelope has been added. As already pointed out, I hope to secure your approval to the transfer of the caged animals to the museum grounds, where they can receive better care and attention and be placed in the less irksome confinement.

The animals now in captivity in the park under my care are as follows :—

Buffalo	61
Elk	8
Moose	12
Mule deer	16
Persian sheep	4
Angora goats	5
Antelope	1
Mountain lion	2
Bear	2
Wolves	4
Coyotes	
Foxes	5
Badgers	2

THE FLORA OF THE PARK.

The past year has been remarkable for the large numbers of botanical students who have visited the park, attracted no doubt by the glowing reports of earlier visitors. The botanical specimens on exhibition at Lake Louise, Field and Glacier House have also attracted visitors, who find here an unsurpassable field for botanical research. Even to the non-botanical mind, the wild flowers of the National Park are a revelation.

'Here are pink garlics, harebells swaying in wild waywardness, veronicas looking up with their wide-open blue eyes, heathers red, rose and white, amethyst asters, and sweet scented orchid, all mingling their perfume with the shining green leaves and waxen petal of the rhododendrons and great snowy chalices of the globe flowers.'

It is difficult to describe the glorious beauty of an alpine meadow. Here indeed man meets nature face to face and finds that it is good.

The recent publication of Mrs. Henshaw's excellent work on the mountain wild flowers of Canada will do much to provide lovers of nature who visit the park with a popular and at the same time scientifically accurate guide to the striking wild flowers which they are most likely to meet in the course of their rambles, besides affording to the ordinary tourist a means of identifying some at least of the many wild flowers whose beauties obtrude themselves on his attention at every point.

THE BANKHEAD MINES.

At the Pacific Coal Company's mines, at Bankhead, which have been in steady operation during the past year, a large amount of development work has been done and several new seams of marketable coal have been opened up. Up to date nine seams have been encountered, and of these, eight vary in thickness from 4 feet 6 inches to 10 feet. Seven seams have been extensively developed, but at the present time, the output from three of these is sufficient to supply the demands for the product of the mines, which is now on sale from Winnipeg to Vancouver, and from Edmonton on the north, to Spokane, Washington, and Great Falls, Montana, on the south.

The breaker, which was in course of construction during the summer of 1905, was completed and in operation at the beginning of November. In this building the coal as it comes from the mine is cleaned and sized, and from it passes to the various bins underneath. From these bins it is drawn off as required, and loaded into railroad cars by means of a carrying belt and Victor Box Car Loader. The breaker is designed for an output of 2,000 tons in a day of ten hours. It has at present a capacity of only half that amount, but it is the intention ultimately to instal the remainder of the machinery, when the plant will be equal to any demand which may be made upon it.

Compressed air locomotives, of which there are now five in operation, are used for underground haulage, for handling the coal cars in the yard and the cars for dumping

the dirt and refuse. These locomotives are equipped with storage tanks, designed to carry air at a pressure of 800 lbs. per square inch, which is reduced, by means of reducing valves, to a working pressure of 140 lbs. per square inch.

Surface improvements during the year include the building of 25 five-room cottages for employees, and the erection of a school-house, which during the past session has had an average attendance of 44 scholars.

It is the intention of the coal company to manufacture briquettes from the coal dust, which is unavoidably produced in the preparation of the various sizes of cleaned coal; and at the present time, there is under construction a briquetting plant, which will have an ultimate capacity of 400 tons per day of 24 hours.

For the present, and until a market has been worked up for this class of fuel, only a single unit plant will be installed, but all the buildings are designed for the purpose of a two-unit plant. These buildings comprise melting-house, where the binding material is melted, before being mixed with the coal dust, a briquetting house, in which are mixers, to thoroughly mix the coal dust and binder, and a press, which moulds and compresses these materials. From the briquetting house, the hot briquettes pass to the cooling-house, where on a travelling cooling table they are cooled and thus hardened before passing to the bins, from which they are loaded into railroad cars.

These briquettes have been thoroughly tested, in locomotives, and steam boilers, furnaces, stoves, ranges and grates, and have been found to be an excellent fuel for all purposes, and when the public has had an opportunity of judging of the quality of this fuel, there is little doubt but that it will come into general household use. This will mean the steady employment of a considerable number of additional hands at Bankhead, and increased prosperity for that growing town.

THE EXSHAW CEMENT WORKS.

The industrial assets of the park have been increased since last year by the establishment of a Portland cement mill of large capacity. The enterprise is located at Exshaw, in the province of Alberta. In order to find material for the manufacture of Portland cement, with which to supply a portion of the great demand of the west, a prospecting party under direction of the managers of the Cement Company at Hull, Quebec, was put in the field at Winnipeg in 1903. This party worked west as far as the foot hills and into the mountains before the necessary materials were discovered in sufficient abundance and in close enough proximity to warrant the erection of a large mill. In August, 1904, at a point of the Canadian Pacific Railway, north of Lake des Arcs or Sand lake, about three miles east of the Gap, a large deposit of limestone was found, bearing a high percentage of carbonated lime. Shale containing the necessary proportions of silica and alumina and some iron were discovered close by, and as coal is plentiful in the vicinity, steps were taken to acquire the various parcels of land in which these materials were located. The limestone and cement shale were found to be within the park limits and leases were applied for and granted in 1905. Another tract containing shale situated at Radnor, outside the park limits, as well as a large freehold area of coal lands at Anthracite were purchased outright. In August, 1905, a company was incorporated, called the Western Canada Cement and Coal Company, Limited. The above mentioned properties were taken over by this company and operations were commenced at once.

The total area of the company's property aggregates 1,271 acres all within economical distance of the mill, which is being constructed at the location of the heaviest constituent, the limestone rock.

Beautifully situated on a gentle slope overlooking Lake des Arcs, with a magnificent view in every direction, the new town of Exshaw, the centre of a great manufacturing industry, has arisen out of the valley of the Bow river.

The plant itself is being constructed in a most substantial manner. The foundations for the machinery and mills are of concrete, and the buildings of reinforced con-

crete and cement blocks with heavy concrete arches and piers. The tunnels are of solid concrete two and three hundred feet long. Structural steel trusses and girders, all covered by metal roofing, make the buildings absolutely fireproof. The mill buildings cover an area of about seven acres and the roof area alone is over three acres.

The machinery consists of six 80-foot rotary kilns, seven rotary dryers, 12 Krupp ball mills, 18 tube mills with crushers, shafting, conveyors and electrical apparatus of the best and most modern pattern. The power-house, which consists of three turbines developing 1,000 K.W. each, operated by seven Babcock and Wilcox boilers, will be one of the largest power-houses in Canada. The mill is planned to have a minimum capacity of 1,500 to 1,800 barrels per day with room for extension. The cost when completed will be $1,000,000. About half of that amount has already been expended.

The town is well laid out and contains already twenty or more neat buildings, consisting of dwelling houses, hotel and a general store. Both the town and the mill are supplied with excellent water from a mountain stream, on which is being built by means of a concrete dam, a reservoir of 7,000,000 gallons capacity. Several thousand feet of water mains have been laid already and the mill is provided against fire with twelve hydrants each throwing water at a pressure of 90 lbs. Hydrants are also placed at convenient places throughout the town. At the time of writing, the employees at Exshaw with their wives and families number about 500 people, living, some in cottages and some in tents, until suitable dwelling houses can be provided by the company at a rental equal to a moderate rate of interest on the actual cost. Many of these cottages are now under construction. In addition to the water supply, a telephone system has been installed, and water and sewerage connection made with each house. The houses and mills as well as the streets will be lighted electrically as soon as the power plant has been put in running order.

The erection of these large cement mills within the park will prove an important step in the building up of Western Canada. With an output of half a million barrels of cement a year they will not only circulate a large sum of money in this neighbourhood, but they will provide a most necessary material for the construction of railways and large industrial buildings throughout this country and supply cheaper and better building material for the settler than he is now able to procure.

PRESERVATION OF GAME.

I find no little difficulty in enforcing the laws regarding the preservation of game, within the limits of the park. Game is generally killed only in the more remote districts, and offenders are careful to see that their actions are unobserved, so that there is very great difficulty in securing evidence of unlawful killing other than the possession of game during close season. Again, as I have already pointed out, the boundaries of the park are in some places not by any means clearly defined, and it is therefore obviously difficult in many cases to secure convictions for shooting game within the park limits. In this connection I would strongly recommend the appointment of two permanent guardians who would act as fish guardians and fire wardens as well. One of these should devote his attention to that portion of the park that is within the province of Alberta, while the other should look after the portion located within the province of British Columbia. I have found the engagement of temporary game guardians during a few months in each year to be most unsatisfactory in result. These men, knowing that their position is merely a temporary one, are inclined to wink at breaches of the law rather than incur the enmity of their neighbours. If, however, the appointment were made a permanent one, I have no doubt whatever that game guardians would properly appreciate the responsibility of their position, and would as far as lies in their power see that the law was carried out. The proper protection of game is just as important in the winter season as during the summer months. Trappers have been known to come in on the snow, and shoot and trap large quantities of game, as well as drive herds of big game well out of the park limits to a remote place where they may destroy

them with comparative safety. There is at present a good number of big game in the park, consisting chiefly of moose, elk, deer, bear, sheep, lynx and goat, as well as marten and beaver, besides an unlimited number of game birds. As the park is the natural breeding ground of many varieties of animals it is not at all uncommon to run across a herd during one's wanderings in the mountains. The present is by far the best time to give these animals proper protection so that the different herds may increase naturally, and that the large expense incident to the restocking of the game preserves in the future may be avoided.

Among the offenders against the game laws, the Indians are by far the worst. They invade the National Park at all seasons of the year, and slaughter any animal they run across without regard to age or sex. The greater part of the meat of the animals so killed is dried and packed away for future use. The Indian has been led to believe that he is entitled to slaughter game at any time of the year and wherever he may find it. I would recommend that your department should without delay instruct all Indian agents in the west to notify the Indians in their charge that they are not permitted to shoot any game of any kind at any time in the Rocky Mountains Park, and that any offender against the law in this respect would, if convicted, be subjected to the maximum penalty allowed by law. The adoption of this course would, I think, effectually put a stop to the indiscriminate killing of game within the park limits and more especially around the southern boundary of the Yoho valley extension, which in my opinion should be surveyed without delay so as to leave no possible excuse as to ignorance of the delimitations of the park. I would also recommend that no further mining or timber licenses be granted within the park, for the reason that I have found by experience that the establishment of large camps of men invariably leads to trapping and snaring and in fact to almost every possible breach of the laws for the protection of game.

FISH AND FISH HATCHERY.

The excellent fishing to be had in the park has during the past year attracted large numbers of followers of 'the gentle art.' I must, however, draw your attention to the fact that the big catches which were common in former years are becoming almost unknown, and the irresistible conclusion, more especially with regard to the more accessible lakes and streams, is that these are being rapidly fished out, and that it will be necessary in the near future either to restock many of them or to curtail or even abolish the open season for some time.

As you may be aware, the open season for trout fishing instead of being shortened as in my judgment it should have been has been extended this year in Alberta so as to allow trout to be taken two weeks earlier and two weeks later than heretofore. This, in my opinion, is a very grave error, as far as the Rocky Mountains Park is concerned. Throughout the entire open season hundreds of visitors to the park are to be found on the banks of the more accessible fishing grounds busily engaged in taking fish, without any limit whatever as to the number. I would urgently recommend that the open season in the Rocky Mountains Park should be very much curtailed rather than extended. No person should be allowed to fish without having first obtained a license so to do, and a license fee might reasonably be demanded from non-residents of Canada. A limit should also be placed upon the number of fish to be taken by any one person in any one day. These are among the enactments which, as the result of my experience, I think should be made for the proper regulation of trout fishing in the park. It is my intention at an early date to submit for your consideration a set of proposed regulations which, if you approve, should be added to those now in force, and which would render the National Park independent of the general fishing regulations of the country.

Since the date of my last report the Canadian Pacific Railway Company has brought in no less than three carloads of trout from Lake Nipigon and from the Wisconsin hatchery. These have been placed in the rivers near Banff, at Lake Louise, near Laggan, and at Emerald lake in the Yoho valley.

In order to maintain an adequate supply of trout and other suitable fish for our lakes and streams, I would again urge the establishment of a properly equipped fish hatchery at some one of the many suitable locations to be found within the park. We should then be in a position to supply not only our own requirements but those of the provinces of Alberta and Saskatchewan as well. As already pointed out, there are in the park many lakes and streams apparently suitable for the support of fish which are as yet entirely devoid of either lake or brook trout. The establishment of a fish hatchery would in a short time remedy this state of things, besides making the park still more attractive for fishermen as well as for other visitors desiring to study the various phases of fish life.

PREVENTION OF FOREST FIRES.

Owing to the dryness of the past season serious forest fires broke out at several points in the park, the suppression of which involved a great deal of trouble and expense. A large area of green forest was unfortunately destroyed, although no other damage was done. All the men regularly employed in the park as well as all the outside help available were engaged day and night for a considerable time fighting these fires and preventing them from spreading. Although large tracts of timber were consumed, we succeeded to a very large extent in retarding the progress of the flames.

Our fire guardians, who patrol the railway regularly twice daily, have on many occasions been successful in preventing what would otherwise be disastrous fires caused by sparks from passing trains. At present, even with the greatest vigilance, it is impossible to prevent fires from spreading, and the cost of detecting and suppressing these fires has during the past year been one of my heaviest items of expenditure, for which no provision has been made. I would respectfully suggest that a sum of money be appropriated during the present year to meet contingencies of this kind, as it is hard to say what we may be called on to expend at any time should we meet with a continuance of dry seasons.

REVENUE.

The revenue of the Rocky Mountains Park is now more than double the amount ordinarily required for current expenditure and maintenance.

I have again to acknowledge the liberality of the grants made by parliament for the maintenance and development of the park. I have endeavoured to the utmost of my ability to expend the moneys entrusted to me as economically and judiciously as possible and to ensure the best and most lasting results. The constantly increasing popularity of the park and the prospect of the large additional revenue which is to be derived from different sources would undoubtedly seem to justify the still larger expenditure necessary to keep pace with growing requirements.

I would again draw your attention to the meteorological reports which will be found appended hereto. A perusal of records of temperature to be found therein will indisputably show that the climate of the National Park is exceptionally mild and equable, and that the district is quite as well adapted for a winter resort as it undoubtedly is for a holiday resort in summer. All the hotels in the village are kept open throughout the winter and the clear, bracing mountain air has proved most beneficial to those who have taken up their winter quarters in the National Park. It is gratifying to note that the number of winter visitors is also rapidly increasing.

In conclusion, I desire once again to acknowledge the faithful work done by the employees who have worked under my directions during the past year, as well as the loyal and cordial support given me by the officers and men of the Royal Northwest Mounted Police in my efforts to maintain law and order within my jurisdiction.

I have the honour to be, sir, your obedient servant,

HOWARD DOUGLAS,

Superintendent Rocky Mountains Park of Canada.

VISITORS.

CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL.

Canada	2,345
United States	6,703
England	77
Ireland	21
Japan	27
India	23
Hungary	2
South Africa	6
New Zealand	37
New South Wales	9
Germany	22
Australia	48
China	37
Italy	2
Switzerland	3
Gibraltar	2
Egypt	2
France	7
Portugal	4
Transvaal	4
Jamaica	2
Fiji	4
Belgium	2
Austria	2
Total	9,684

SANITARIUM HOTEL.

Canada	4,496
United States	2,075
England	96
Scotland	21
Australia	59
New Zealand	52
Ireland	11
Germany	10
China	9
Japan	7
India	7
Portugal	2
Switzerland	1
Korea	1
Total	6,847

KING EDWARD HOTEL.

Canada	2,904
United States	880
Scotland	23
England	20
Ireland	3
Japan	4
Italy	4
New Zealand	4
Egypt	2
Alaska	2
West Indies	2
Total	3,848

ALBERTA HOTEL.

Canada	2,267
United States	907
England	19
Scotland	10
Ireland	10
New Zealand	17
France	1
Australia	5
South Africa	2
India	2
Japan	2
China	1
Borneo	1
Sumatra	1
Russia	1
Egypt	3
New South Wales	1
Total	3,250

PARK HOTEL.

Canada	1,200

GRAND VIEW HOTEL.

Canada	1,350
United States	293
England	25
Germany	4
Australia	11
New Zealand	10
Scotland	5
Sweden	2
Holland	1
Ireland	5
Mexico	4
Austria	1
Honolulu	3
Total	1,714

HOT SPRINGS HYDROPATHIC.

Canada	414
United States	171
Scotland	2
England	6
Total	593

SUMMARY.

Canadian Pacific Railway Company's Hotel	9,684
Sanitarium Hotel	6,847
King Edward Hotel	3,848
Alberta Hotel	3,250
Park Hotel	1,200
Grand View Hotel	1,714
Hot Springs Hydropathic	593
Excursions not registered	1,500
Summer visitors residing in cottages and camps	1,500
Total	30,136

LAKE LOUISE CHALET.

Canada	991
United States	4,171
England	143
Scotland	13
Ireland	5
Australia	31
Germany	25
New Zealand	13
New South Wales	12
China	11
Hawaii Islands	6
West Indies	5
South Africa	4
France	4
Italy	4
Japan	4
India	2
East Indies	2
Portugal	2
Wales	1
Tasmania	1
Switzerland	1
South America	1
Philippines	1
Fiji	1
Total	5,454

MOUNT STEPHEN HOUSE, FIELD, B.C.

Canada	1,336
United States	2,353
British Isles	224
Australia	53
Total	3,966

GLACIER HOUSE, GLACIER, B.C.

Canada	1,850
United States	2,850
British Isles	210
England	15
Total	4,925

MUSEUM.

Canada	5,027
United States	3,461
England	355
Scotland	128
Australia	52
New Zealand	39
China	33
Ireland	24
Germany	16
Wales	15
Italy	14
France	14
Japan	11
New South Wales	10
India	8
Hawaiian Islands	7
Queensland	5
British North Borneo	5
Russia	4
Channel Islands	4
Denmark	3
Sweden	3
Austria	3
South Africa	3
Natal	2
Bohemia	2
Norway	1
Siam	1
West Indies	1
Greece	1
Brazil	1
Belgium	1
British Honduras	1
Switzerland	1
Palestine	1
Hungary	1
Total	8,961

CAVE AND BASIN.

Canada	4,439
United States	4,519
England	186
Scotland	161
Ireland	75
Australia	53
New Zealand	36
Queensland	13
New South Wales	9
South Africa	5
India	10
Japan	16
China	15
Fiji Islands	2
Germany	7
Sweden	5
France	4
Russia	2
Holland	4
Switzerland	5
Total	9,566

UPPER HOT SPRINGS.

Canada	8,314
United States	1,465
England	74
Scotland	41
New Zealand	7
Australia	20
India	4
Sweden	11
Total	9,936

MUSEUM.

Well on to 9,000 visitors are shown on the museum report, this would, no doubt, be well over 9,000 if all had registered who visited the museum.

It is hoped that many specimens may be added in every branch of the work. As curator I have used a good deal of my unoccupied time in collecting the different orders of flies.

I am, sir, yours truly,

N. B. SANSON,

Curator.

H. Douglas, Esq.,
Supt. Rocky Mts. Park.

METEOROLOGICAL TABLES.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the General State of the Weather between July 1, 1905, and June 30, 1906.

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1905.	°	°	°		
July 1....	63·7	68·1	39·5	40·4	Fair, rain.
" 2....	60·3	69·0	44·8	45·1	Cloudy, thunder.
" 3....	59·4	70·6	40·8	42·1	Fair, rain.
" 4....	62·9	65·9	40·8	42·0	Cloudy.
" 5....	61 5	67·9	46·0	46·8	Fair.
" 6....	65·9	72·9	37·5	38·0	" thunder.
" 7....	66·6	62·4	42 7	44·3	" rain.
" 8....	61·6	79·3	36·8	37·3	" perfect day.
" 9....	74·9	84·3	44·3	45·5	"
" 10....	79·2	77·8	47·7	47·4	"
" 11....	68·1	59·4	47·2	46·3	Cloudy, rain.
" 12....	57·4	69·3	34·5	35·2	Fair.
" 13....	64·6	74·0	37·9	37·8	Cloudy, rain, triple rainbow, vivid lightning.
" 14....	56·0	59·3	41·8	46 9	Fair.
" 15....	51·5	70·2	41·3	42·0	" lightning.
" 16....	66·6	64·0	47·2	48·6	" rain.
" 17....	59·8	61·9	45·1	46·6	Cloudy, rainbow.
" 18....	56·7	72·4	43·0	43·8	Fair.
" 19....	67·9	79·4	38·1	38·1	"
" 20....	76·0	84·9	42 8	42·1	"
" 21....	79·8	87·4	45·2	46·0	" vivid lightning, thunder
" 22....	76·9	87·2	47·1	47·0	"
" 23....	78 8	88·1	48·3	48·0	"
" 24....	72·6	75·2	49·5	49·2	" rain.
" 25....	59·2	69·7	47·2	48·3	Cloudy, rain, thunder and lightning.
" 26....	59·6	63·0	51·7	51·4	" "
" 27....	55 8	65·9	49·2	49 5	"
" 28....	63·9	75·0	45·2	42·0	Fair.
" 29....	62·6	68·6	45·2	47·9	"
" 30....	65·8	77·0	46·0	48·8	"
" 31....	66·8	72·5	47·8	48·4	" rain.
Aug. 1....	65·5	74·9	49 8	49·8	Cloudy.
" 2....	64·4	78·9	45 6	45·2	Fair.
" 3....	71·8	69·0	46·7	47·1	" thunder and lightning, rainbow, rain.
" 4....	68·7	77·0	42·9	42·9	"
" 5....	70·9	80·5	39·7	45·1	"
" 6....	74·4	83·6	43·2	43·2	"
" 7....	77·3	81·5	50·2	49·8	"
" 8....	76·6	83·5	43 7	46·2	"
" 9....	78·4	78·6	51·3	52·0	"
" 10....	70·9	70·2	42·8	42·8	" smoke from bush fires.
" 11....	69·6	79·0	41·0	46·5	" " "
" 12....	68·8	79·5	47·3	48·8	" thunder and lightning.
" 13....	70·6	78·2	43 1	44·9	"
" 14....	67·2	67·2	39·2	39·9	"
" 15....	58·8	54·4	39·2	39·2	Cloudy, rain.
" 16....	53·1	57·4	45·7	45·8	"
" 17....	53 7	58·4	43·8	46·2	"
" 18....	54·2	61·3	44·0	48·0	"
" 19....	57·4	65·9	53·0	52·7	Fair.
" 20....	56·9	68·0	39 9	40·2	"
" 21....	63·8	71 3	41·7	42 1	"
" 22....	62·8	71·5	30·7	31·0	"
" 23....	66·4	71·1	30 4	30·0	"
" 24....	67·9	74·2	31·3	31·3	"

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1905.	°		°	°	
Aug. 25....	70·0	80·3	34·1	34·2	Fair.
" 26....	73·8	67·7	48·4	51·3	" smoke from bush fires.
" 27....	62·3	75·4	33·9	32·9	" " "
" 28....	68·8	61·7	43·3	44·0	" rain.
" 29....	58·7	67·5	33·0	32·8	"
" 30....	63·6	67·0	35·3	37·9	Cloudy, rain.
" 31....	44·2	44·1	38·7	38·7	" "
Sept. 1 ..	43·0	60·8	36·2	37·0	"
" 2....	58·4	70·3	33·8	34·0	Fair.
" 3....	67·7	74·3	35·3	35·2	" perfect day.
" 4....	69·3	67·5	33·8	33·2	" lightning.
" 5 .	64·5	71·4	38·5	38·3	" rain, fine sunset.
" 6 ...	64·7	59·4	37·8	37·0	"
" 7....	52·7	46·6	40·9	40·2	" rain.
" 8....	44·1	60·9	41·9	42·3	Cloudy "
" 9....	53 5	61·4	43 9	43·7	"
" 10...	56 0	62 8	44·1	43·8	Fair.
" 11...	54·2	55·2	43·4	42 8	"
" 12...	47·7	67·9	39·7	39·5	" geese flying South.
" 13 ...	64·6	62·6	33·8	33·8	Cloudy.
" 14....	58·7	58·9	43 2	42·7	" rain.
" 15....	48·7	55·3	25·8	25·3	Fair.
" 16....	50·1	54·9	39·5	39·1	Cloudy.
" 17....	47 9	51·6	39·7	39·3	" rain.
" 18....	46·7	53·1	40·4	40·2	"
" 19....	53·2	62·5	46·8	53·1	"
" 20....	57·0	51·7	43 7	45·2	" "
" 21....	50·0	56·4	41·3	41·5	" "
" 22....	50·5	67·6	47·1	47·6	Fair, rain.
" 23....	58·7	55·4	45·2	44·3	"
" 24 ...	53·9	69 8	34 1	34·4	" "
" 25....	56·7	49·9	39·3	39·7	Cloudy, rain.
" 26....	45·0	49·3	39·9	39·1	" "
" 27....	41·4	48·4	34·2	33·0	"
" 28....	44·4	49·3	33·6	33·3	" "
" 29..	36·9	48·1	30·5	30·0	Fair.
" 30....	42·8	48·2	31·8	32·7	"
Oct. 1....	43·4	45·0	26·7	25·5	"
" 2....	39·7	46·3	35·2	36·0	Cloudy.
" 3....	42·9	51·3	35·9	35·9	" rain.
" 4 ...	46·7	49·0	35·1	34·7	"
" 5 ...	41·9	46·2	35·3	35·3	" rain, thunder.
" 6....	41·4	41·2	31·8	31·3	" rain and snow.
" 7 . .	38·7	36·2	33·4	32·1	"
" 8 ...	34·6	42·4	30·7	31·7	"
" 9....	33·6	40·6	24·6	25·1	Fair, ice on still water.
" 10....	35·6	47·6	23·7	23·9	"
" 11....	43·0	46·0	34·8	37·2	Cloudy.
" 12....	41·8	41·8	32·2	31·2	" snow.
" 13....	32·8	40·7	20·8	19·2	Fair.
" 14....	35·6	42·3	26·4	24 5	"
" 15....	36·8	36·2	28·8	28·9	Cloudy.
" 16....	30·6	37·7	24·5	26·2	" snow.
" 17....	32·6	16·4	11·7	9·7	" " 2½ inches on ground.
" 18...	9·9	25·1	— 2·1	— 3·3	Fair.
" 19....	21·9	35·2	10·8	13·7	"
" 20....	31·9	38·8	22·2	24·0	" no snow on ground.
" 21....	34·6	40·3	20 2	18·3	"
" 22....	37·5	41·1	32·3	31·5	Cloudy.
" 23....	36·9	43·7	33 5	32·9	"
" 24....	39·5	46·1	35·8	35·2	" rain.
" 25....	42·3	42·3	36·2	34·3	" "

MAXIMUM and Mimimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1905.	°	°	°	°	
Oct. 26...	34·4	38·6	20·1	18·9	Fair, skating.
" 27....	33·2	35·6	22·9	21·0	"
" 28 ...	27·3	36·2	13·5	12·6	"
" 29....	31·6	34·1	9·2	8·7	"
" 30....	28·6	41·7	11·3	11·3	"
" 31....	35·3	42·2	20.8	20·7	"
Nov. 1....	37·2	40·3	29·3	32·2	Cloudy.
" 2....	37·7	38·8	23·2	21·8	"
" 3....	39·6	43·0	31·7	34·5	"
" 4....	38·7	42·0	28·4	29·4	Fair.
" 5....	36·6	40·0	22·1	21·8	Cloudy.
" 6....	38·4	46·6	30·4	30·0	Fair.
" 7...	44·0	49·7	31·3	30·7	"
" 8.. .	41·8	48·8	24·7	22·7	" perfect day.
" 9....	35·8	49·8	25·8	25·2	" "
" 10....	39 7	47·8	26·4	25·8	"
" 11 ...	40 9	49·1	33·7	34·5	"
" 12....	46·5	51·8	38·8	38·6	"
" 13....	43 4	47·2	28·3	28·3	"
" 14....	46·7	46·9	39·6	44·2	Cloudy.
" 15....	45·7	50·1	43·7	42·9	Fair, rain.
" 16....	48·8	42·9	41·7	34·9	Cloudy.
" 17...	41·7	44·2	29·9	29·2	Fair.
" 18. ..	43·6	35·7	31·5	32·0	"
" 19....	33·7	35·8	28·3	29·3	Cloudy, snow.
" 20....	33·2	31·1	29·3	24·9	Fair, no snow on ground.
" 21. ..	25·5	31·7	10·9	11·2	" river frozen over.
" 22....	29·4	34·1	24·4	22·4	"
" 23. ..	34·1	32·0	30·2	26·0	"
" 24 ..	33·2	36·6	25·8	31·2	Cloudy.
" 25....	21·6	32·9	25·5	24 0	" snow.
" 26....	24·6	17·5	16·6	1·8	" "
" 27....	1·8	— 2·8	— 7 1	-- 8·4	" " first sleighing, but bad.
" 28....	— 8·1	0·3	—10·8	—10·8	Fair, snow.
" 29....	0·0	13·0	—11·0	— 9·9	"
" 30....	12·5	18·3	5·9	3·2	" snow, ice on Bow, about 6 inches.
Dec. 1.. .	11·8	16·1	— 9·3	— 8·7	"
" 2....	14·5	20·8	— 0·8	9·8	"
" 3....	20·0	28·3	18·6	17·6	"
" 4....	24·6	28·1	13·5	13·9	Cloudy.
" 5....	27·6	34·4	20·6	18·3	Fair, thaw, chinook.
" 6....	36 0	36·6	28·6	30·2	Cloudy, snow, 4½ in. snow on ground.
" 7....	31·6	30·2	11·7	11·0	Fair.
" 8....	25·4	27·8	10·5	10·2	"
" 9....	23·6	37·0	13·2	13·0	" squally wind.
" 10...	38·2	42·2	32·1	36·7	Cloudy, " "
" 11....	39 8	32.3	30·7	24·8	"
" 12....	25·0	34·3	18·8	19·7	Fair.
" 13....	31·6	29·3	25·3	23·7	"
" 14....	28·8	27·6	21·3	20·0	" squally wind.
" 15....	32·3	34·3	26·6	26·8	" " "
" 16....	30·8	33·5	12·8	13·1	Cloudy.
" 17....	30·6	29·2	19·2	15·9	Fair.
" 18....	29 9	32·8	20·2	20·3	Cloudy.
" 19....	29·0	34 1	24·5	24·1	"
" 20....	27·3	27·7	22·7	15·1	Fair.
" 21. ..	24·6	24·2	5·8	3·9	"
" 22....	20·6	23·5	9·0	8·2	" sleighing bad to date.
" 23....	23·6	24·1	20·0	20·7	Cloudy, no sleighing.
" 24 ..	23·6	31·6	20·6	21·5	" sleighing, but bad.
" 25....	36·0	33·0	29·9	31 2	" very squally wind.
" 26....	31·6	30·1	26·1	27·0	" snow.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1905.	°	°	°	°	
Dec. 27....	28·3	26·6	21·9	16·2	Fair.
" 28....	24·0	25·9	15·7	18·8	Cloudy.
" 29....	22·3	23·0	2·5	1·3	Fair.
" 30...	17·1	18·2	8·0	7·5	" Lake Minnewanka frozen.
" 31....	11·8	5·8	— 6·1	— 9·4	"
1906.					
Jan. 1....	6·1	20·7	— 2·8	3·4	" squally wind.
" 2....	20·2	24·3	10·4	5·8	"
" 3 ...	25·0	32·3	18·4	24·7	" squally wind.
" 4....	33·6	37·1	24·0	29·2	Cloudy.
" 5....	29·6	22·6	18·8	15·6	Fair.
" 6...	15·8	20·6	4·7	8·9	Cloudy, ice on Bow about 12 inches.
" 7. ..	15·8	21·2	0·2	0·2	Fair, squally wind.
" 8....	26·8	30·8	16·5	24·9	Cloudy, sleighing only in few places, and that bad except on river.
" 9....	30·0	29·8	20·2	21·6	Cloudy.
" 10....	21·9	19·2	9·2	13·8	"
" 11....	17·8	9·1	— 1·7	— 4·2	Fair.
" 12..	10·3	20·1	5·2	8·5	"
" 13 ...	19·6	28·1	11·2	15·2	"
" 14....	22 9	23·9	9·5	7·7	" no sleighing.
" 15....	19·6	23·3	3·5	2 8	"
" 16....	17·4	18·3	0·7	3·0	Cloudy ; snow, sleighing, but bad.
" 17....	21·4	27·0	14·8	16·8	Fair.
" 18....	21·6	19·6	1·0	3·0	Cloudy ; snow, 5¼ in. snow on ground.
" 19....	16·8	— 2·3	—14·4	—20·2	Fair ; sleighing good.
" 20....	— 6·6	— 9·2	—14·6	—18·5	" "
" 21....	9·0	19·1	—14·5	12·1	Cloudy "
" 22....	17·9	— 8·0	—20·4	—20·6	Cloudy ; snow, sleighing good.
" 23....	4·5	40·0	—12·3	5·3	" snow ; thaw ; sleighing good.
" 24....	41·7	44·5	40·5	40·3	Fair ; squally wind ; thaw ; sleighing good.
" 25 ...	43·9	45·6	40·7	40·7	Cloudy ; thaw ; chinook ; sleighing good.
" 26....	42·9	40·3	27·5	24·3	Fair ; sleighing bad.
" 27....	36·1	35·7	14·9	12·3	" "
" 28 ...	26·7	38·2	18·8	23·7	Fair ; squally wind, sleighing bad.
" 29....	39·3	40·2	32·9	30·3	Cloudy ; sleighing bad.
" 30....	36·9	46·1	31·8	34·1	Fair ; squally wind ; ice on Bow, 16 in. ; thaw.
" 31....	43·0	47·0	38·4	39·8	Fair ; no sleighing ; thaw.
Feb. 1....	42·7	45·0	28·6	27·8	Fair ; snow only in patches ; perfect day.
" 2....	41·0	49·2	29·4	32·9	Fair ; squally wind.
" 3.. .	43·7	28·0	23·8	9·7	" "
" 4....	9·7	27·3	0·4	0·6	"
" 5....	25·8	24·8	0·7	— 3·2	" perfect day.
" 6....	17·6	34·7	6·4	3·8	" "
" 7....	29·6	33·3	5·4	4·9	" "
" 8....	27·8	31·2	4·9	— 0·7	"
" 9....	24·6	24·9	3·3	7·1	"
" 10....	13·9	29·1	1·2	0 6	"
" 11....	24·8	23·2	12·8	10·3	"
" 12....	14·7	15·8	2·2	6·3	" snow.
" 13....	6·4	22·7	—15·1	—16·9	"
" 14...	17·7	26·1	— 5·6	— 6·0	"
" 15....	24·6	31·1	19·4	17·0	Cloudy.
" 16....	29·2	35·1	24·8	27·6	"
" 17....	33·2	40·2	29·3	28·7	Fair.
" 18....	40·2	41·1	35·4	35 2	Cloudy ; rain and snow.
" 19 . .	34·9	35·9	31·7	30·8	"

Maximum and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.	°	°	°	°	
Feb. 20....	32·4	35·8	27·1	26·3	Cloudy.
" 21....	31·8	38·3	28·0	27·2	"
" 22....	29·5	38·2	24·0	23·8	"
" 23....	29·7	33·3	16·8	12·9	Fair.
" 24. ..	27·8	36·9	10·9	14·2	Cloudy.
" 25....	30·1	32·9	16·2	15·2	Fair.
" 26 ...	26·6	31·2	7·2	5·2	Cloudy.
" 27....	26·6	36·0	20·8	17·8	Fair.
" 28....	29·1	33·7	4·2	0·8	" ice on river about 15 in.; perfect day.
Mar. 1....	30·3	32·1	2·1	0 0	Cloudy.
" 2 ...	29·9	35·6	4·1	3·7	Fair.
" 3....	29·7	38·2	2·2	1·8	"
" 4....	32·0	42·9	20·5	20·9	"
" 5 ..	37·3	40·6	25·2	21·8	" squally wind.
" 6....	38·0	49·3	33·0	36·0	" "
" 7....	45·8	49·1	40·0	37·7	Cloudy ; rain, robin.
" 8....	38·0	44·2	21·8	20·8	Fair.
" 9....	39·0	29·5	20·9	17·9	Cloudy.
" 10....	20·8	11·8	10·2	2·2	" squally wind.
" 11....	2·3	3·7	— 5·6	— 7·5	"
" 12....	0·0	0·7	—12·0	— 7·3	" "
" 13....	— 1·2	— 0·8	— 7·2	— 8·4	Cloudy.
" 14....	— 1·8	13·9	—19·8	—20·3	Fair.
" 15....	11·8	28·2	—14·0	—15·4	"
" 16 ...	25·0	30·3	0·5	— 2·2	"
" 17...	27·2	19·8	10·8	11·0	Cloudy ; snow.
" 18....	16·9	15·3	5·5	5·3	Fair.
" 19....	11·3	28·1	—10·5	—10·4	" squally wind.
" 20....	25·0	38·2	4·2	6·7	" "
" 21....	35·1	41·8	3·3	1·4	" perfect day.
" 22....	39·0	47·6	15·4	18·5	Cloudy.
" 23....	41·0	45·2	29·6	28·7	Fair.
" 24....	41·8	53·4	27·5	29·1	"
" 25....	47·3	50·9	25·8	25·1	" river breaking up.
" 26 ...	44·0	51·0	27·4	27·7	"
" 27....	47·3	52·4	22·2	21·0	"
" 28....	46·2	51·3	25·7	27·8	"
" 29....	47·2	53·2	21·3	21·3	"
" 30 ...	48·2	59·7	28·8	29·5	"
" 31....	55·7	53·5	39·8	38·7	Cloudy.
April 1....	46·0	35·9	32·3	30·2	Cloudy, no snow on ground.
" 2....	34·0	41·8	26·8	26·7	Fair, junco, ice out of river.
" 3....	38·7	56·8	18·8	18·5	"
" 4....	53·3	57·6	31·4	33·2	" mosquitoes.
" 5....	53·1	55·6	26·9	30·8	Cloudy, Arctic bluebirds.
" 6....	53·1	61·1	36·5	35·8	Fair, squally wind.
" 7....	55·2	52·5	42·8	34·3	Cloudy, rain and snow.
" 8 ...	37·7	47·7	30·3	30·9	Fair, river rising.
" 9....	43·7	43·7	31·8	31·9	" squally wind, rain and snow.
" 10....	38·3	44·8	29·7	30·2	" " "
" 11....	41·8	42·2	26 9	28·1	" " "
" 12....	24·3	45·5	17·6	16·8	" perfect day.
" 13 ...	42·3	52·3	21·2	20·8	" squally wind.
" 14....	48·0	57·3	24·8	24·4	" "
" 15....	53·0	63 9	33·4	33·8	" various birds, butterflies.
" 16....	58·5	59·6	32·2	32·8	Cloudy, rain.
" 17....	46·2	44·5	34·3	33·2	" rain and snow.
" 18....	41 2	52·4	26·3	26·3	Fair, squally wind.
" 19....	50·0	56·4	43·0	43·0	" "
" 20....	50·0	63·9	44·3	43·7	" frogs croaking.
" 21....	59·7	73·1	30·9	30·9	"
" 22 ...	67·2	66·9	33·2	33·2	" thunder.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.	°	°	°	°	
April 23....	59·9	48·8	30·7	33·1	Cloudy, rain, smoke from bush fire.
" 24....	44·2	52·9	31·0	31·1	" no smoke.
" 25....	48·9	49·2	29·7	29·3	" rain.
" 26....	44·2	58·3	27·3	27·2	Fair.
" 27....	51·2	49·8	25·4	26·0	Cloudy.
" 28...	44·0	55·7	34·3	34·2	Fair.
" 29....	54·4	67·4	23·9	23·8	"
" 30....	62·2	66·9	30·0	29·7	" much smoke.
May 1....	61·5	46·7	38·1	37·9	Cloudy, rain.
" 2....	42·5	59·9	32·8	35·2	"
" 3....	53·0	50·3	37·7	38·3	"
" 4....	38·3	46·0	21·5	21·8	"
" 5....	41·8	49·4	19·8	19·9	Fair.
" 6...	44·3	44·6	29·2	28·9	"
" 7...	38·2	56·5	26·2	27·3	"
" 8 ...	53·0	67·2	23·7	25·0	"
" 9 ...	63·0	74·3	36·0	36·3	" forest fire.
" 10....	69·2	74·5	42·8	43·6	"
" 11....	60·0	65·6	36·0	35·7	" much smoke.
" 12 ..	60·0	58·0	43·2	42·3	" rain.
" 13....	54·0	56·7	36·8	37·3	Cloudy.
" 14....	53·2	61·2	36·2	36·1	"
" 15 ...	55·2	44 0	39·8	37·5	" rain.
" 16....	37·7	41·7	33·7	33·3	" "
" 17....	41·2	51·4	34·8	34·7	" "
" 18....	49·3	52·2	34·2	34 2	" "
" 19....	48·8	60·1	28·9	29·8	" "
" 20...	52·2	62·3	36·7	36·6	Fair.
" 21....	59·2	46·2	39 5	35·1	Cloudy, rain.
" 22...	34·9	42·4	32·3	32·6	" rain and snow.
" 23....	42·1	47·3	26·6	27·8	" rain.
" 24....	40·0	50·4	34·1	34·0	" "
" 25...	48·1	41·7	36·6	35·3	" "
" 26....	38·5	43·1	33·4	34·3	"
" 27....	35·9	51·3	29·3	30·7	Fair.
" 28....	46·2	48·7	34·3	35·2	Cloudy.
" 29....	45·0	44·9	37·8	38·8	" rain.
" 30....	40·0	54·3	34·8	35·8	"
" 31....	49·8	63·8	28·4	28·8	Fair.
June 1....	59·1	65·4	38·2	38·0	"
" 2....	61·4	67·1	35·3	36·8	"
" 3....	64·5	72·4	33·3	34·5	"
" 4 ...	67·7	63·5	48·3	44 2	Cloudy, rain.
" 5....	45·9	60·5	37·8	40·6	Fair.
" 6....	56·5	60·2	34·4	35·7	Cloudy, rain.
" 7....	57·2	51·3	41·9	44·0	"
" 8....	48·5	57·3	40·9	40·6	"
" 9...	55·1	66·8	32·9	35·4	" rain.
" 10 ...	56·4	69·0	35·8	35·8	Fair.
" 11....	61·4	68·1	37·4	38·9	Cloudy.
" 12....	68·0	63·4	47·6	48·3	" rain.
" 13 ...	54·4	58·3	40·7	43·3	" "
" 14....	49·6	56·5	40·7	41·7	" "
" 15 ...	51·3	52·3	30·7	30·7	" "
" 16 ..	42·0	60·9	37·7	39·1	Fair.
" 17....	57·9	54·3	41·2	41·3	Cloudy, rain.
" 18....	51·9	60·3	37·2	37·8	Fair.
" 19....	54·1	56·9	42·8	44·3	Cloudy.
" 20....	56·0	61·1	28·2	30·2	Fair.

MAXIMUM and Minimum Temperatures, &c —*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1906.	°	°	°	°	
June 21...	59·3	55·0	33·2	36·7	Cloudy, rain.
" 22 ..	49·5	54·3	35·8	36·0	" "
" 23....	53·3	70 8	30·2	50·8	Fair.
" 24....	68·0	78·5	33 5	35·1	"
" 25....	74·1	81·6	40·2	40·5	" rain.
" 26....	64·6	75·9	47 2	48·2	"
" 27....	73·0	70·5	46·8	49·1	Cloudy, rain.
" 28...	54·9	60 3	47·7	48·1	" "
" 29....	53·9	55·5	41 0	42·9	Fair
" 30 . .	50·9	66·9	42·6	44·1	"

N. B. SANSON,
Observer.

PART VII.

YUKON TERRITORY.

YUKON TERRITORY.

No. 1.

REPORT OF THE COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
DAWSON, Y.T., July 2, 1906.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the Annual Report for the Yukon Territory for the year ending June 30, 1906.

The gold yield for the past year amounted to $6,539,402.85. This was less than the preceding year. The decrease is to be accounted for by (*a*) the lack of water, due to the exceptionally dry summer, and (*b*) the fact that many mining properties were not worked pending the installation of dredges and expensive hydraulic plants. This latter cause, while it makes the permanency of the Klondike as a gold producing country certain and will inevitably in the near future increase the output enormously, may, for another year, continue to prevent a large output.

The methods of placer mining in the territory are quickly changing. The cruder methods of working the ground are disappearing and in their stead the auriferous gravels are being worked more extensively and economically by means of hydraulic plants and dredges. Large hydraulic plants have been started and in some cases finished during the past year, and several dredges have been installed and proven to be a great success. The operations of the dredges have proven so conclusively that the ground is suitable for this manner of working that many new dredges have been ordered, so many in fact that the manufacturers cannot fill all the orders this year. The deposits of gold bearing gravel, which can be treated by dredging and hydraulicking, are so extensive that placer gold mining in the Yukon is absolutely assured to be a vast and permanent industry. While much of the gold-bearing gravels will be worked and must be worked by such means, involving the investment of considerable capital, it would be an undoubted mistake to conclude that there are no inducements left for the individual prospector and miner. On the contrary, the Stewart, Pelly, MacMillan, Kluane and many other sections abound in most alluring prizes and will some day give rise to other 'Klondikes.'

Quartz mining has received much attention throughout the territory, and has been particularly active in the southern end, in the vicinity of Conrad city, on Windy Arm. A large amount of development work has been done there and the prospects are most promising. I visited the claims in September and was surprised at the amount of work done and the size and richness of the ledges.

The council of the Yukon Territory met on the 24th of August and prorogued on the 9th September, 1905. During the session a number of ordinances were passed dealing with local matters, and much other business was transacted. Three committees were appointed to act after the close of the session to take steps looking to a mining code, a lien for miner's wages and a general water system. The committees faithfully performed their work and made appropriate representations to the government at

Ottawa. In accordance with the recommendations of these committees, it is satisfactory to note that the Governor in Council has passed an ordinance giving a lien to miners for wages, that the mining code drawn up by the committee has been presented to parliament in the form of a Bill, and that you have instructed officials of your department to inquire fully on the ground into the extent of the gravels available for a general water system should such be installed.

I trust the mining code will be accepted by parliament, as its passage will do much to render mining conditions more stable and induce the investment of capital.

The necessity of a general water system is well understood by all who know the country, and I would urge that in this matter too, the well considered advice of the Yukon Council as contained in a memorial to the Governor in Council, dated January 27, 1906, be acted upon.

On February 2 I left Dawson for Ottawa to consult with the government regarding some important matters affecting the welfare of the Yukon. I returned here on June 6. Upon my return I found that the work of my office had been carried on in a most gratifying manner by the Acting Commissioner, Mr. J. T. Lithgow.

The finances of the territory are in splendid condition. For the year ending June 30, 1905, the revenue was $389,629.97 and the expenditure was $454,390.52, leaving a deficit of $24,530.37. For the past year the revenue was $371,476.49 and the expenditure was $308,849.47, leaving a surplus of $62,627.02. Economy has been exercised wherever possible without interfering with the efficiency of the public service or works.

The Yukon Territory during the past year has been practically without crime. This happy condition, however, is not unique as it has prevailed in the territory from its earliest history. This is due and has been due to the remarkably law-abiding disposition of the citizens, and in a measure also, to the splendid administration of justice and the untiring vigilance of the Royal Northwest Mounted Police, under the effieient command of Major Wood.

The past year saw a large number of tourists and investors visit the territory. The country with its delightful summer climate, perfect order and social advantages, was a revelation to them. Notable among these visitors was a large party of members of the Ameriean Institute of Mining Engineers. They were extended courtesies by the government and citizens, and were afforded every opportunity to study and understand the country. They manifested a deep interest in the economic conditions of the territory, and already the favourable effects of their visit can be noticed.

It is also pleasant for me to record that you visited Dawson from August 26 to September 1, being the first Minister of the Crown to honour this section of the Dominion with a visit. I would respectfully urge that you avail yourself of the earliest opportunity to revisit the territory and remain for a more extended period ; and that your colleagues be also urged to come and gain a personal knowledge of the requirements and possibilities of this rich country.

In conclusion I can say that the future of the Yukon never looked brighter. Mining in the older parts is fast passing through the transition stage. Dredging and hydraulicking have been demonstrated to be successful and millions of capital are now being invested in these methods of extracting the gold from our gravels. Virgin fields also are in plenty. They are attracting individual prospectors, and hundreds of miners who stampeded to the new diggings of Alaska are returning to the 'Mother of the Golden North.' Throughout the whole territory there are sure evidences of an era at hand of great and permanent prosperity.

I have the honour to be, sir, your obedient servant,

W. W. B. McINNES,

Commissioner.

No. 2.

REPORT OF THE TERRITORIAL SECRETARY.

Dawson, Y.T., August 23, 1906.

The Hon. Frank Oliver,
Minister of the Interior,
Ottawa.

Sir,—I have the honour, by direction of the Commissioner, to forward to you inclosed reports of the following officers of the government of this Territory :

Gold Commissioner ;
Assistant Gold Commissioner ;
Crown Timber and Land Agent ;
Comptroller ;
Director of Surveys.

I have the honour to be, sir, your obedient servant,

C. B. BURNS,
Territorial Secretary.

No. 3.

REPORT OF THE GOLD COMMISSIONER.

Dawson, Y.T., July 28, 1906.

The Hon. W. W. B. McInnes,
Commissioner Yukon Territory,
Dawson.

Sir,—I beg to submit my annual report for the year ending June 30, 1906.

During the year 53 protests have been issued by the Clerk of the Gold Commissioner's Court.

This is a decrease from the previous years, the number for the year ending June 30, 1905, being 137 ; for the year ending June 30, 1904, there were 84, and for the previous year again there were 99.

All protests were heard at Dawson with the exception of two, heard at Mayo Landing on the Stewart river.

The decrease in the number of protests is due to the conflict of claims on the old creeks getting more and more settled as time goes on. The change in the regulations as to the side boundaries of claims has, I consider, also tended to minimize disputes, as it does away with the opportunity of hill or bench claims encroaching on the creek bottom, as they did formerly under the very indefinite boundary line of 'base of the hill' or 'rimrock.'

I have the honour to be, sir, your obedient servant,

E. A. SENKLER,
Gold Commissioner.

No. 4.

REPORT OF THE ASSISTANT GOLD COMMISSIONER.

Dawson, Y.T., July 16, 1906.

The Hon. W. W. B. McInnes,
Commissioner of the Yukon Territory,
Dawson, Y.T.

Sir,—I have the honour to submit herewith the annual financial report of the Gold Commissioner's Office, Yukon Territory, for the fiscal year ending on the 30th June last, which embodies the revenue of the head office at Dawson for the fiscal year in question ; and also the revenues received at this office during the last fiscal year from the offices of the Mining Recorders outside of the Dawson Mining District.

At the same time I beg to submit herewith inclosed for your information and for the information of the department a comparative statement between the fiscal year in question and the previous one ; and also a statement showing the number of instruments issued in connection with the said revenues.

The total receipts amount to $120,563.26.

As you will see by the said comparative statement there is a decrease of $25,467.47 from the total receipts of the corresponding period of the previous year.

The largest portion of the decrease in question is accounted for by the reduction in the rate of free miners' certificates from $7.50 to $5 per annum ; and also by the fact that since the 7th October last, inclusive, free miners' certificates were issued to expire on the 30th June, 1906, and that only a proportion of the fee of $5 was charged, according to the provisions of section 1 of the Order in Council of the 31st July last, amending the Placer Mining Regulations in that respect.

There is also a slight decrease in the amount received from renewal fees and from certificate of work fees, which decrease is accounted for by the fact that a number of claims have been allowed to lapse so as to be incorporated in extension of side or rear boundaries of adjoining claims under the provisions of section 12 of the Placer Mining Regulations ; or so as to be relocated under the provisions of the regulations which came in force on the 7th October last, increasing the size of hill and bench claims from 500 feet to 1,000 feet.

There is also a slight decrease in the amount of fees received from relocation grants ; and in the amount of fees received from new location grants ; and from the recording of documents regarding placer mining claims. There has been, however, on the other hand, a substantial increase in the receipts of fees under the Quartz Mining Regulations in the Whitehorse Mining District.

Notwithstanding the decreases hereinabove mentioned in the revenues collected under the Placer Mining Regulations, there has been very little difference in the amount of clerical work connected therewith.

During the fiscal year ending 30th June last an important change has been made by the Department of the Interior in dividing the Yukon Territory into two divisions, viz., the Dawson Mining Division and the Whitehorse Mining Division, at Yukon Crossing, and in appointing Mr. R. C. Miller, who has been the Mining Recorder at Whitehorse since 1899, as an Assistant Gold Commissioner for the Whitehorse Mining Division.

The office of the Mining Recorder at Clear creek was closed on the 30th ultimo, and that portion of said Clear Creek district comprised within the watershed of the Mc-

Questen river has been incorporated in the Duncan Mining district, and the balance of said district has been incorporated in the Dawson Mining district.

It was also decided at the same time to re-establish the Sixtymile Mining district, which was abolished on the 31st January, 1905, and a mining recorder will take charge of this new office in a few days.

The abolishing of the Clear Creek Mining district was brought about by the fact that a very small number of claims are now in good standing on Clear creek and its tributaries ; and the re-establishment of the said Sixtymile Mining district has been brought about by the fact that the Royal Northwest Mounted Police authorities decided last winter to close their detachment on Glacier creek, and it was, therefore, by reason of the large number of claims then in good standing in that locality, decided to appoint a mining recorder to transact the affairs of the miners in that locality.

The Duncan Mining district has given much encouragement to the miners interested in that part of the country during the last fiscal year, especially on Highet creek.

The Kluane Mining district has not undergone any material change since the date of my report for the fiscal year ending June 30, 1905.

As regards the Whitehorse Mining district, a large number of quartz mineral claims have been staked and recorded in the Windy Arm portion of said district, and a large amount of development work was done during the last fiscal year.

As regards the matter of hydraulic mining leases, several of those leases were cancelled during the fiscal year ending 30th June last, viz. :

1. Lease No. 22, issued on the 29th March, 1901, in favour of Mr. William MacIntosh, for an hydraulic mining location, situated on the left limit of Dominion creek, in the Indian River Mining Division, commencing at a point opposite the left limit of creek claim No. 210 below lower Discovery, thence down stream one mile, which location was thrown open for occupation and entry on the 20th November last ;

2. Lease No. 32, issued on the 15th October, 1901, in favour of Messrs. George Foote Washburne and Peter Reid Ritchie, for an hydraulic mining location situated on Kirkman creek, a tributary of the Yukon river, commencing at the upper boundary of Discovery claim on said creek, thence down stream for five miles in direct distance, which location was thrown open for occupation and entry by free miners on the 31st January last ;

3. Lease No. 40, issued on the 25th June, 1902, in favour of the Klondike Consolidated Gold Fields, Limited, for an hydraulic mining location, situated on the Lewes river, in the Yukon Territory, commencing at a point on said river, about four and one-half miles in direct distance, above the mouth of Big Salmon river, thence up stream three miles more or less, by half a mile in depth, on either side of the said Lewes river, which location was thrown open for occupation and entry by free miners on the 19th February, 1906 ;

4. Lease No. 35, issued on the 25th February, 1902, in favour of the North American Transportation and Trading Company, for an hydraulic mining location situated on Indian river, in the Yukon Territory, commencing at a point two and a half miles below the mouth of Quartz creek, thence down stream a distance of two and a half miles, which location was thrown open for occupation and entry by free miners on the 12th February, 1906 ;

5. Lease No. 41, issued on the 18th September, 1902, in favour of the North American Transportation and Trading Company, for an hydraulic mining location situated on Indian river, in the Yukon Territory, commencing at the junction of Quartz creek with Indian river, thence down stream two and a half miles, which location was thrown open for occupation and entry by free miners on the 27th November last ;

6. Lease No. 42, issued on the 18th September, 1902, in favour of the North American Transportation and Trading Company, for an hydraulic mining location therein described as situated on the Stewart river, in the Yukon Territory, commencing at a point on the Stewart river three-quarters of a mile below the junction of the Mc-

Questen river with the Stewart river, thence down the said Stewart river five miles, more or less, which location was thrown open for occupation and entry by free miners on the 20th December last.

Besides the above cancellations, the Minister of the Interior issued on the 30th April last notices of cancellation of the following leases, viz.: Lease No. 1, issued on the 12th February, 1900, in favour of the Klondike Government Concession, Limited, for an hydraulic mining location, situated on Hunker creek, in the Yukon Territory; No. 5, issued on the 3rd November, 1899, in favour of the Honourable E. H. Bronson and Mr. C. C. Ray, for an hydraulic mining location, situated on Bonanza creek, in the Yukon Territory ; lease No. 10, issued on the 16th March, 1900, in favour of Mr. Joseph W. Boyle, for an hydraulic mining location, situated on Quartz creek, in the Yukon Territory ; lease No. 16, issued on the 23rd October, 1900, in favour of Mr. Ernest B. Scroggie, for an hydraulic mining location, situated on Scroggie creek, in the Yukon Territory ; lease No. 20, issued on the 8th November, 1901, in favour of Mr. Edward L. Ensel, for an hydraulic mining location, situated on Eureka creek, in the Yukon Territory ; lease No. 33, issued on the 16th October, 1901, in favour of Messrs. George Foote Washburne and Peter Reid Ritchie, for an hydraulic mining location, situated on Gold Bottom creek, in the Yukon Territory.

The ground comprised within the said leases Nos. 1, 5, 10, 16, 20 and 33 has, however, been closed from placer mining entry by special Order in Council pending further determination in that regard.

On the other hand, the following hydraulic mining leases were issued by the department during the fiscal year ending 30th June last, viz.: lease No. 47, issued on the 30th August, 1905, in favour of Mr. William Charles Thompson, for an hydraulic mining location therein described as situated on Dublin Gulch, a tributary of Haggart creek, in the Yukon Territory (Duncan Mining district); lease No. 45, which was forwarded by the Department of the Interior for the signature of the lessees, Messrs. James Ollason and A. J. Green, of a tract of land situated on the ancient bed of the Stewart river, in the Yukon Territory.

I have the honour to be, sir, your obedient servant,

F. X. GOSSELIN,
Assistant Gold Commissioner.

No. 5.

REPORT OF THE CROWN TIMBER AND LAND AGENT.

DAWSON, July 5, 1906.

The Hon. W. W. B. McINNES,
Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit herewith my report for the year ending June 30, 1906.

Attached hereto please find :

A. Statement of receipts from timber, hay, grazing land and coal royalty.
B. Statement of revenue derived from Dominion lands.
C. Statement showing timber and hay permits issued.

The revenue has decreased $9,446.84.

In the Crown Timber Branch	$4,337 81
In the Dominion Lands Branch	5,109.03
	$9,446 84

The decrease in the Timber Branch applies to royalty and to hay permits, and is due to the falling off in sales of lumber and to a lesser number of hay permits having been issued. Timber permits show a slight increase over last year, and this is due to the fact that permits have been issued for the cutting of sawlogs, this latter fact accounting at the same time to some extent for the reduction in royalty. Wood as fuel is being replaced by coal and this too partly accounts for the reduction in royalty on timber.

There is an increase of nearly $1,000 in seizures, which is not to be considered as due to a tendency among millmen and wood-choppers to evade the laws, but rather to the fact that there have been cases where men have cut wood under contract for mining operations, but, before delivery, the mining operations had ceased for one reason and another, and the wood was offered for sale to others. The office became aware of a few such instances, and as no permits had been taken for the wood it was dealt with under the head of seizures, but, on account of its having been cut in good faith for mining purposes, the ordinary fee of 50 cents per cord, with an office fee of $5, was charged in each case. Wood contractors do not realize that wood can be cut free only by a free miner for mining purposes and that the moment it is offered for sale it becomes subject to dues.

There were 43 square miles of timber lands applied for, under seven applications, none of which have been dealt with on account of the instructions which you issued September 8, 1905, suspending the operation of the Timber Regulations. Had it not been for such suspension the reduction in revenue from timber would not have been as great as it is.

During the year royalty has been collected on 5,503 tons of coal; a further 3,000 tons have been mined by the lessees of group lot 10 and lot 11, group 10, Y.T., near Tantalus, royalty on which will be paid during the current year ; 4,000 tons or more have been mined from property purchased under the old regulations by which $20 an acre was charged for bituminous coal lands, and in which no provision for royalty was made.

The revenue from Dominion lands sales decreased $1,135.05. This is due to the suspension of the Lands Regulations, per your instructions of September 8, 1905, instructing me not to dispose of lands outside of townsites until further advised. Only in June were these instructions rescinded, and then only in so far as they applied to lands which were not suitable for agricultural purposes. However, a few applications for lands were approved by you, during the month of June, and only in one instance, that of an application for one acre of land, has the purchase price been paid.

There were 56 applications for land received, covering a total of 4,163½ acres.

An area of 425½ acres, covered by seven applications, has been sold.

An area of 196⅔ acres, covered by three applications, has been cancelled, leaving 3,541⅔ acres, covered by forty-six applications, which are now in abeyance pending the receipt of the new regulations from the department before being dealt with.

Twelve applications have been made for coal lands, covering a total area of 2,399 acres ; seven applications covering 1,360 acres have been cancelled, and five applications, for a total of 1,039 acres, are now being dealt with.

A few applications by lessees to relinquish waterfront held by them at Dawson were granted, and this has caused quite a reduction in the rentals.

The work of this office has not decreased, but it has been systematized so as to allow of its being handled by a reduced staff. During the year 1903-04, when the revenue was $72,252.65, the expenditure for salaries and living allowance charged to this office was $22,800. To-day my staff is composed of a clerk, who is also a stenographer, and one timber inspector, whose salaries and allowances, together with mine, amount to only $8,700 per annum.

All of which is respectfully submitted by your obedient servant.

H. M. MARTIN,

Crown Timber and Land Agent.

YUKON TERRITORY.

A.—Revenue from Timber, Hay, Grazing and Coal Lands during the Year ended June 30, 1906.

1905-1906.	Bonus.	Royalty.	Timber Permits.	Seizures.	Fees for Inspection.	Hay Permits.	Grazing Land.	Coal Royalty.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	1,000 00	1,040 17	918 50	417 66	20 00	73 50	4 97	163 00	3,637 80
August	45 00	1,399 58	344 00	235 64	.....	64 00	.....	.....	2,088 22
September	.....	583 84	210 50	357 14	.....	.....	.....	.....	1,151 48
October	.....	1,034 12	1,206 00	839 25	.....	.....	.....	231 20	3,310 57
November	.....	286 99	235 00	57 50	.....	.....	.....	28 60	608 09
December	.....	180 71	725 00	28 00	.....	.....	.....	.....	933 71
January	.....	74 08	287 50	17 00	.....	.....	.....	.....	378 58
February	.....	248 83	191 00	29 00	.....	.....	.....	.....	468 83
March	.....	289 21	1,822 50	99 00	.....	.....	.....	.....	2,210 71
April	.....	1,451 31	745 00	380 37	.....	.....	5 03	.....	2,581 71
May	.....	1,192 67	35 00	97 75	.....	40 00	.....	127 50	1,492 92
June	.....	456 67	549 25	105 00	.....	17 00	.....	.....	1,127 92
	1,045 00	8,238 18	7,269 25	2,663 31	20 00	194 50	10 00	550 30	19,990 54

H. M. MARTIN,
Crown Timber and Land Agent.

B.—Revenue from Dominion Lands During Year ended June 30, 1906.

1905-1906.	General Sales.	Rentals.	Registration Fees.	Patent Fees.	Survey Fees.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	457 61	215 25				672 86
August	339 55	7 09	2 50			349 14
September	98 09	958 10	28 50			1,084 69
October	1,309 29		5 00			1,314 29
November	77 09	8 28	2 00			87 37
December	349 65	9 28				358 93
January		413 21	4 00			417 21
February	52 27		5 00			57 27
March	828 66		2 00		100 00	930 66
April	130 31	485 31				615 62
May	230 21	8,240 26	4 50			8,474 97
June	129 26	1,444 64				1,573 90
	4,001 99	11,781 42	53 50		100 00	15,936 91

H. M. MARTIN,
Crown Timber and Land Agent.

C.—Timber and Hay Permits Issued during Year ended June 30, 1906.

Kind.		No.	Quantity.	
Timber	Cordwood	119	11,593 cds.	
	Sawlogs	6		210,000 feet
	House logs			
Hay		30	135½ tons	

H. M. MARTIN,
Crown Timber and Land Agent.

No. 6.

REPORT OF THE COMPTROLLER.

COMPTROLLER'S OFFICE,
DAWSON, Y.T., July 23, 1906.

The Hon. W. W. B. McINNES,
Commissioner of the Yukon Territory,
Dawson, Y.T.

SIR,—I have the honour to submit my eighth annual report, for the year ending June 30, 1906.

The expenditure under the vote, 'Administration of the Yukon,' through the Department of the Interior disbursed through my office was $168,357.54, monthly statements with vouchers being sent to the department.

The local revenues and expenditures of the Yukon Territory for the year were : revenue, $371,476.47 ; expenditure, $308,849.47, administered through my office ; a copy of the report is attached thereto. Quarterly statements were sent to the Auditor General as required by Order in Council.

The disbursements for the Department of Justice were $29,111.90 for services in connection with this territory, monthly statements being forwarded with vouchers.

For the Department of Indian Affairs, the expenditure was $6,419.04, of which $3,000 was for schools and $3,419.04 for the relief of sick and destitute Indians, &c.

The management of the expenditure of the Department of Public Works, 'Buildings,' has, as heretofore, been vested in the Superintendent of Public Works and myself ; the expenditure was $74,650.93.

The expenditure for the Department of Public Works, 'River Improvements Vote' was $13,962.08, the credit being in the name of the Commissioner and myself.

The total royalty collected in the territory for the year was $163,487.31—Dawson $161,359.56, Whitehorse, $2,119.12, and Fortymile, $8.63.

The receipts from free certificates issued to exporters of American gold-dust were $381.50. The revenue was forwarded to the credit of the Receiver General, the drafts being sent to the department weekly and statements monthly.

The revenue from law stamps, Yukon Territorial Court was $5,517.50; from mining court stamps, $753.25, drafts and statements being forwarded to the Department of Inland Revenue.

Monthly statements from the Gold Commissioner's and Crown Timber and Land Agent's Offices have been checked each month as heretofore and the returns forwarded to the Department of the Interior ; the suspense account checked and the cheques countersigned in payment of withdrawals.

The management of the affairs of the city of Dawson has been vested in my office during the past year ; a copy of the financial report is attached herewith.

Your obedient servant,

J. T. LITHGOW,
Comptroller.

No. 7.

REPORT OF THE DIRECTOR OF SURVEYS.

SURVEY OFFICE, YUKON TERRITORY,
DAWSON, Y.T., June 27, 1906.

The Hon. W. W. B. McINNES,
Commissioner,
Yukon Territory.

SIR,—I have the honour to submit the annual report of the operations of the Survey Office for the year ending June 30, 1906, as follows :—

The employees of this office during the past year were James Gibbon, D.L.S., P. F. X. Genest, draughtsman, and myself.

Mr. Gibbon was employed during the whole of last season in making a phototopographical survey of the Klondike watershed, which he was unable to complete on account of the season closing in. I would respectfully recommend that this survey be completed during this present season. Mr. Gibbon filled the position of director during my absence last winter. In April, May and part of June he surveyed 23 miles of base line on Barker creek and its tributaries, and 40 miles of traverse of the Stewart river.

Plans of the following surveys were filed in this office during the year and include the surveys made by the surveyors in private practice in the territory :—

Group lots 38 (including 25 quartz claims).
Advertised placer claims, 20.
Base lines, 6.
Hydraulic concessions, 3.
Auction claims, 6.
Subdivisions, 2.
Reference traverse, 1.
Two plans of 69 placer claims in Matson and Doyle concession.

Mr. Genest has been employed in general draughting work, copying and compiling plans and sketches and making blue-prints, &c., for the public for much of which charges have been made. The practice of making plans and blue-prints from the office records to *bona fide* prospectors and investors, free of charge has been followed more liberally this year than formerly.

Mr. H. G. Dickson, D.L.S., of Whitehorse, surveyed under contract for the department, 12 miles of reference traverse in the Windy Arm mineral belt, and 15 miles of base line on Burwash creek in the Kluane district. Returns for this last survey have not yet been received but Mr. Dickson has notified this office that the work has been completed.

I have the honour to be, sir, your obedient servant,

C. W. MACPHERSON,
Director of Surveys, Y.T.

PART VIII

SUPERINTENDENT OF MINES

REPORT OF THE SUPERINTENDENT OF MINES.

Department of the Interior,
Office of the Superintendent of Mines,
Ottawa, August 15, 1906.

The Hon. Frank Oliver, P.C.,
Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit herewith the report of the operations and conduct of the Mines Branch for the fiscal year ended June 30, 1906.

MINERAL RESOURCES.

Owing to the general need of reliable information regarding the mineral resources of Canada as evidenced by the numerous applications made to this office for such information, the Mines Branch has undertaken the publication of a series of reports on the economic minerals of Canada, giving for each mineral the location, mode of occurrence, exploitation, treatment and such other information as may be of interest and value to the investor and mining engineer. The commencement of this undertaking was made with two reports :

1st. Mica, its occurrence, exploitation and uses ;

2nd. Asbestos, its occurrence, exploitation and uses.

The editions of these reports, which were ready for distribution in the autumn of 1905, are now nearly exhausted.

A report on *graphite,* giving all available information on this mineral, is now in preparation.

IRON ORE DEPOSITS.

A commencement has been made of the systematic investigation of the iron ore deposits of Canada, covering for the present season the deposits of Nova Scotia, of Western Ontario and the country along the Ottawa valley.

The field party in Nova Scotia is in charge of Dr. Woodman, Professor of Geology, Dalhousie College, Halifax ; that of Western Ontario is in charge of Mr. F. Hille, M.E., Port Arthur ; and that along the Ottawa valley in charge of Mr. Fritz Cirkel, M.E., of Montreal.

The following are the items of information to be covered by the investigation :—

1. Localities of iron ore deposits so far discovered, with names and addresses of owners.

2nd. History of development of mines and companies, if any.

3rd. Geological features so far as necessary for comprehension of the nature of the ore deposits.

4th. Analyses of properly selected ore samples.

5th. In case of mines which have been worked, output and statistics.

6th. Transportation facilities.

7th. Water-powers in neighbourhood of ore deposits ; height of fall and amount of water discharged.

8th. Limestone deposits in neighbourhood of deposits.

9th. The character of forest in neighbourhood of deposits and amount of wood supply suitable for mining purposes and the production of charcoal in the event of the introduction of electric smelting.

10th. Maps of mines and drill holes, if any.

11th. Description of the topography of the ore fields as to suitability for magnetic surveys.

The field to be covered is extensive and, therefore, only those deposits will at present be considered which are located either in the vicinity of transportation lines, water or rail, or in localities easy of access and to which branch lines could be cheaply constructed to existing transportation lines.

This investigation undertaken in the interests of the iron industry of Canada will require many seasons' work to cover satisfactorily the more important iron ore deposits. The results of the investigations will, however, be published at the rate at which the survey proceeds.

MAGNETIC SURVEYS.

It is the intention to make magnetic surveys of all important magnetite ore fields, the terrain of which is suitable for this class of work.

The method of delimiting magnetite deposits by magnetometric measurements, although practised for many years in Sweden, is new in this country and without special training in the use of this method by laboratory practice very erroneous conclusions are apt to be drawn from the intensity curves obtained as the result of field measurements. To furnish facilities for this needed laboratory practice for training members of the staff to apply this method successfully an experimental plant has been designed and constructed. The rooms at present occupied by the Mines Branch are, however, entirely unsuitable for this work. The many conductors running in Sparks street parallel to the rooms and carrying heavy fluctuating currents produce a rapidly varying magnetic field, which prevents the needle of the magnetometer from coming to rest. A proper room free from these magnetic disturbances is urgently needed for the setting up and use of this apparatus.*

There are at present many and urgent applications for magnetic surveys of magnetite deposits on file in this office. The staff of the Mines Branch, consisting at present of only two persons competent to do this work, is entirely insufficient to meet this demand, more especially since even these cannot be sent into the field on account of the large amount of office work entailed by the preparation for the press of the two reports on the electric smelting experiments and the report of the Zinc Commission, which latter by your instructions was not to be delayed.

On account of the inability of owners of magnetic ore deposits to find engineers competent to apply this method, the request of private parties to have such work done for them by the government is reasonable, since it is one of the functions of the government to assist in the development of the country's resources by doing a class of work which owners of properties cannot do for themselves.

FIELD WORK.

This summer Mr. E. Lindeman, M.E., has been temporarily engaged to make a magnetic survey of the Glendower iron range, which is now in progress. If time permits, he will make further surveys of the iron ore deposits along the Kingston and Pembroke Railroad.

During the summer of 1905 magnetic surveys were made of the Wilbur mine and of the Belmont iron mine by Mr. B. F. Haanel, B.Sc. The following are his reports :—

* Arrangements have since been made for the removal of the Mines Branch to the Thistle Building on Wellington street.

Dr. Eugene Haanel,
Superintendent of Mines,
Department of the Interior,
Ottawa.

Sir,—In accordance with your instructions I made magnetic surveys of the following properties :—

1st. *Wilbur Mine.*—This mine, the property of W. Caldwell, Esq., is situated on lots 3 and 4, concessions 12 and 13, township of Lavant, Lanark county, province of Ontario, and is connected with the Kingston and Pembroke Railroad by a branch line running through the mine.

A base line was cut through in the direction northeast, southwest, the approximate direction of the strike of the ore formation. This base or principal line was divided into 30-foot spaces and cross lines run at right angles from these divisions 500 feet on either side of the base line. These cross lines were in turn divided into 30-foot spaces. Thus the field was divided into squares 30 feet on the side, for a length of 2,500 feet and a width of 1,000 feet.

Magnetometric readings (both vertical and horizontal) were taken at every corner of these squares and when necessary additional readings were taken at intermediate stations.

The deposit, which is of magnetite, is a contact one, the foot wall being dolomitic limestone and the hanging wall granitic gneiss; between the ore and the hanging and foot walls is a layer of chlorite schist and other green stones.

The dip of the formation is, approximately, between 25° and 40° and is in an easterly direction. The granitic gneiss of the hanging wall rises quite rapidly towards the south, forming a hill. This considerable elevation above the actual deposit tended in some degree to distort the magnetic field.

As will be seen from the map of vertical intensity, the deposit consists of a number of pockets which for convenience of description have been designated in red letters on the map as A, B, C, &c., while the different shafts and pits have been marked Workings Nos. 1, 2, 3, &c.

Starting with the most southerly end of the property surveyed is a pocket which gives promise of containing ore. A pit filled with water and marked Working No. 1 did not admit of investigation as to the quality of ore, dip or other facts which would have been desired. However, according to the magnetic readings, there is still evidence of ore to a workable extent being present here. The blue colour denotes the influence of the upper pole, while the yellow colour denotes the influence of the lower pole.

Situated a short distance to the north of this Working No. 1 is a shaft (Working No. 2), which dips about 30° to the east, the inclination becoming less a little below, and extends for a distance of about 90 feet. This shaft was full of water and could not, therefore, be inspected.

Situated in a northerly direction from the shaft are located the shafts, or Workings 3 and 4, which lie in the area called B. These shafts are part of the principal workings on the property. Shaft or Working No. 3 extends to a depth of about 45 feet, has a dip of about 30° towards the east, and is connected by means of a drift to shaft or Working No. 4, which extends over 300 feet at a dip of about 27° to the east.*

This shaft follows pretty closely the dip of the hanging wall. At about 90 feet from the mouth of this shaft the inclination becomes less. About 10,000 tons of good ore were taken out of this shaft and were piled up along the railroad. This caused the disturbance in the area C.

To the east of Working No. 4 is Working No. 5, an old shaft which has not been used for some time, connected to No. 4 by a drift. To the northwest of Working No. 5

* The thickness of the ore at this shaft is proved by test drill holes to be about 28 feet and the indications are that this is the most promising deposit in this part of the field.

is Working No. 6, a shaft put down by a company some time ago, and from which considerable ore was taken. The blue area D shows the existence of some ore, although not in any workable quantity. The yellow area E is caused by the excavation in Working No. 6. To the northeast of Working No. 6 the deposit pinches out.

The blue area F and its corresponding yellow area denote the existence of a small pocket of magnetite, but cannot be considered worth working.

At area G is a pocket of ore which has to some extent been worked. Working No. 7 is an open cut from which some ore of rather poor quality was taken out. The ore here is mixed with a soft, greenish rock (chlorite schist, epidote, &c.).

Area H is a pocket which is, no doubt, composed of the same class of ore as that at G.

The area denoted by I, J, K forms a deposit which has been broken by the ore taken out from Working No. 9.

Working No. 8 extends vertically to a depth of about 97 feet and has a width on top of about 50 to 60 feet. Both Workings Nos. 8 and 9 were full of water at the time the survey was made and consequently nothing could be definitely ascertained as to the depth of either working. However, from all appearances Working No. 9 seems to extend in an easterly direction and no doubt extends for a short distance under area J. The indications here are good that there is sufficient ore to prove workable.

The area designated by M, N, L and O is caused by the extensive dump which contains a large quantity of good ore. At P is another small pocket which has been worked to a small extent at Working No. 10. But I would not consider this pocket worth working.

Several diamond drill holes have been put down in various parts of the property, but neither the plan of these holes nor the plan of the workings was available at the mine while I was there.

Considerable important information as to the geological features and extent of the deposit might be obtained by the records of the drill cores, &c., and before locating any new holes the plan of the holes already drilled and their direction should be obtained.

The railroad facilities are excellent, since a branch line of the Kingston and Pembroke Railroad runs through the property and a siding also runs along the dumps.

The ore, the analysis of which is given below, is practically self-fluxing. It is also very low in phosphorus and sulphur.

The analysis below is from a sample taken from 30 tons sent to Sault Ste. Marie, and is as follows :—

SiO_2	6·20	
Fe_2O_3	55·42	Fe=56·69
FeO	23·04	
Al_2O_3	2·56	
CaO	2·00	
MgO	6·84	
MnO	0·20	
P	0·01	
S	0·01	

2nd. *Belmont Iron Mine.*—Situated on lot 19, in the first concession of the township of Belmont, county of Peterborough.

The conditions for making a magnetic survey were very favourable, as the terrain was comparatively level, thus permitting of an accurate interpretation of the curves of the map, which would have been more or less distorted had the terrain been uneven or hilly, and the freedom from a thick growth of trees expedited the work considerably.

The work done in the past upon the property consisted of two openings extending in a north and south direction and separated by about three hundred feet. The most southern opening is a pit of about 35 feet in width and fifty feet in length, with a depth of five or six feet. This pit is called the Nichol pit and is so marked on the map.

The largest opening is of irregular shape and has a length of about one hundred and twenty feet in an east and west direction, with a width of about sixty or seventy feet. At the northeast end of this working is a shaft said to be about fifty feet deep, but this could not be verified, nor could an examination of the deeper portions of the workings be made on account of the water which filled all the workings.

The ore which outcropped in several places or was exposed by stripping was of a rusty colour, due to the decomposition of iron pyrites, which could be seen disseminated through the ore taken out some time previously and piled around the workings.

Sand-like material, consisting of magnetite and pyrite, lies on the surface at various points and was at one time experimented with for concentration. The results of a few of these experiments will be given later.

At the time of my visit a New York firm was drilling a hole for the purpose of proving the deposit. A calyx drill was used and appeared to give good results, a core of about one and a half inches in diameter being obtained. This drill hole was put down to a depth of about three hundred feet and I had an opportunity of examining the cores taken out for this depth. The record of this drilling, which was kept by R. Tate, Esq., acting for T. D. Ledyard, Esq., will be given later in this report.

Mr. Ledyard was not satisfied that the drill holes were properly located to prove the property. He, therefore, applied to the Mines Branch of the Department of the Interior to locate a hole. Mr. Nystrom was accordingly sent to Belmont for this purpose, I being engaged at that time in making a magnetic survey of the Wilbur mine.

Mr. Nystrom located a hole on the northern side of the main working which is marked on the map, and the drill was set up over this place, but after drilling through about twenty feet of rock work was stopped.

It was our opinion at the time and this has since been confirmed by an examination of the map of the vertical intensity, that the drill hole put down in this location would have proved the thickness and angle of dip of the deposit, as the dip of the deposit, although very slight, was found to be in a northerly direction.

Before beginning my survey, a base line was laid down in a northeast and southwest direction and cross lines run perpendicular to this line at thirty foot intervals. These cross lines were then divided into thirty-foot spaces, thus dividing the field to be surveyed into thirty-foot squares. The length of the field surveyed was about one thousand feet and the width six hundred feet (three hundred feet either side of the base line).

Readings of both the horizontal and vertical intensity were taken at each corner of every square, with intermediate readings whenever necessary.

Upon the completion of the field work maps were constructed of the vertical and horizontal intensity.

It will be seen upon examining the map of the vertical intensity that the curves are very regular, thus indicating a regular deposit and that the main portion of the deposit lies within the 60° curve, or that portion of the map coloured the darkest. The negative or yellow portion of the map is the attraction of the south pole and indicates by its feeble attraction a considerable depth from the surface of the south pole of the ore body.

The stronger portion of the negative area is caused by the shaft above referred to, which is located at this corner of the main working.

While the area covered by this deposit is comparatively small, the indications are that it extends to a considerable depth and a few holes put down in different places may prove it to be of considerable magnitude.

A great many analyses made of samples from different parts of the field show the phosphorus to be exceedingly low and although the quantity of sulphur existing in the form of iron pyrites is considerable, magnetic separation experiments carried on by different parties have shown that this can be very easily separated out.

The following analyses taken from Professor W. G. Miller's report on this property to the Bureau of Mines, Toronto, January 6, 1905, were made by Mr. A. G. Burrows, Analyst to the Bureau of Mines.

No. 2. Sample taken across a width of 12 feet of the ore body in the southwest corner of the 'Big' pit (main working) :

	Per cent.
Metallic iron	66·74
Sulphur	2·58
Phosphorus	·008

No. 3. Sample taken from ore in place in the Nichol or more southern pit :

	Per cent.
Metallic iron	65·31
Sulphur	·07
Phosphorus	·01

No. 4. Sample from the dump at Nichol pit :

	Per cent.
Metallic iron	59·21
Sulphur	·097
Phosphorus	·01

No. 5. Sample from waste heap to the west of Nichol pit :

	Per cent.
Metallic iron	60·40
Sulphur	·17
Phosphorus	·016

No. 6. Ditto :

	Per cent.
Metallic iron	59·14
Sulphur	·15
Phosphorus	·016

No. 7. Sample selected on account of its high percentage of pyrites, with the object of testing it for gold :

	Per cent.
Metallic iron	58·80
Sulphur	18·18
Phosphorus	·007

No. 8. Ditto :

	Per cent.
Metallic iron	60·96
Sulphur	1·40
Phosphorus	·028

No. 9. North end of main working near shaft. Sample taken from a space 35 x 5 or 6 feet. A little of the surface of the bottom of this pit was covered by water and mud and could not be sampled :

	Per cent.
Metallic iron	55·65
Sulphur	·94
Phosphorus	·02

No. 10. Ditto :

	Per cent.
Metallic iron	55·63
Sulphur	·67
Phosphorus	·018

No. 11. Broken up or sandlike material, consisting of magnetite and pyrite, which lies on the surface of the deposit at various points. Separated by magnetic means, it was found that it gave approximately 89 per cent of magnetic and 11 per cent of non-magnetic material, which contained more or less pyrite. The composition of these two parts of the sample is given in the following analysis :—

Sample marked Magnetite :

	Per cent.
Metallic iron	71·01
Sulphur	0·11
Phosphorus	0·016

Sample marked Pyrite :

	Per cent.
Sulphur	0·70

It will be seen that the metallic iron in the magnetite after concentration is only a little over one per cent below the theoretical or absolutely pure ore.

No. 12. Coarse sample of crude lump magnetite; was crushed to 10-mesh by Professor Kirkpatrick and separated magnetically. The magnetite was found to represent 87 per cent and the pyrite, together with rock matter represented 13 per cent. The composition of these two products is shown in the following :—

Magnetite :

	Per cent.
Metallic iron	67·46
Sulphur	0·129
Phosphorus	0·01

Pyrite :

Sulphur	18·85

The following is taken from the International Separator Company's Report :—

'Ore crushed to between 10 and 20 mesh gave in the concentrate 70·9 per cent of iron and 0·1 per cent sulphur; crushed to 10 mesh it gave in one case 70·9 per cent of iron and 0·1 per cent of sulphur, and in another 71·4 per cent of iron and 0·08 per cent of sulphur.'

The above concentration experiments seem to prove conclusively that the sulphur content of the ore can be reduced to a low enough point to permit of its use in ordinary blast furnace work. (However, the finely divided state of the product would make it undesirable, although it could be used in the blast furnace.)

The best process for treating this ore would be the Gröndal magnetic separation and briquetting process. It may be described in part, as follows :—

The crude ore is reduced to about ½-inch cube in a suitable crusher and then introduced into a Gröndal ball mill, which consists of a horizontal cylinder built up of longitudinal steel ribs with cast-iron end plates, through one of which the ore is introduced together with water, escaping through the other end plate as pulp in a finely ground condition. No screens are required.

The mill is carried on rollers and charged with balls of chilled cast-iron ranging in size from 6 inches diameter downwards. The wear of the balls is said to be on an average about 2 lbs. of metal per ton of ore crushed. The energy required for each mill is from 20 to 25 horse-power, which produces from 50 to 100 tons of ore in twenty-four hours.

This crushed ore is then passed through a magnetic separator. Before charging into the separator proper the pulp from the ball mill is first passed through a slime box, in order to get rid of the bulk of non-magnetic slimes. The pulp now freed from slime passes into a separator proper.

The material after leaving the separator contains just enough moisture to allow of briquetting without the use of any binding material. The briquettes thus made are sufficiently firm to be removed from the press to the trucks used in the furnace, which is long and tunnel-shaped. The furnace is gas-fired, the combustion chamber being situated about the middle of the furnace.

The temperature in the combustion chamber reaches 1,300° or 1,400° C., and is sufficient to agglutinate the particles to form a firm briquette able to stand rough treatment and long transport.

The following analysis was made by Messrs. Pattinson and Stead, of Herräng ore treated by the Gröndal process. (See Journal of the Iron and Steel Institute, No. 1, for 1904.) :

—	Iron. Per cent.	Sulphur. Per cent.	Phosphorus. Per cent.
Crude ore	39·30	1·13	0·006
Concentrates	62·90	0·27	0·003
Refuse	11·40	1·58	0·017
Briquettes	61·10	0·008	0·003
Pig iron from these briquettes	–	0·005	0·012

The location of this property is excellent. It is on a branch of the Central Ontario Railroad and forty-five miles from water navigation at Weller's bay, on Lake Ontario.

A water-power of about 1,000 horse-power, about three miles distant from the mine, has been developed by the Belmont Gold Mine Company, and as it now stands idle power for running machinery, &c., could probably be obtained at a very reasonable figure. Another water-power owned by T. D. Ledyard, Esq., of about 200 or 300 horse-power, lies within easy distance of the mine and could provide ample power for running all machinery. I think the cost of development per horse-power would be quite low.

Note.—According to a letter received recently from T. D. Ledyard, Esq., several new drill holes have been put down in different parts of the deposit, which show good ore at considerable depth.

RECORD of Drill Hole No. 1. Marked on Map of the Vertical Intensity. Ore fit for Concentration.

No. of Core.	Description of Core.	Depth of Hole.		Depth of Iron Ore drilled through.		Description of Core.	Depth of Hole.		Depth of Ore.	
		Ft.	In. Ft. In.	Ft.	In.		Ft.	In. Ft. In.	Ft.	In.
1	Good ore..			9	0					
2	"			5	0	Mixed ore			7	0
3	Fine grained iron	32	3— 36 0	3	9					
	Iron and rock.	36	0— 41 1	2	0	Iron and rock	36	0— 41 1	3	1
	Good iron	41	1— 43 3	2	2					
4	"	43	3— 49 5	1	2					
	"	57	0— 62 9	5	9					
5	"	70	0— 74 7	4	7					
6	"	77	0— 82 3	5	3	Iron and rock	82	3— 82 11	0	8
	"	91	0— 95 4	4	4	Rock with iron.	83	6— 88 9	1	0
7	"	95	4— 95 10	0	6					
	"	95	10— 97 10	2	0					
	"	97	10— 99 3	1	5					
	"	104	2—106 3	2	1					
	Fair iron	106	3—110 3	4	0					
8	Iron with rock	110	3—111 4	1	1	Rock and iron	115	1—116 2	1	1
8	Iron with rock	119	2—119 8	0	6	Rock with iron	117	2—118 1	0	11
	Good iron	119	8—120 7	0	11	" "	120	7—121 2	0	7
	Iron and rock (good).	122	5—128 1	0	8	Iron and rock	123	1—125 0	1	11
9	" good	128	0—133 6	5	6	Rock with iron	125	0—128 0	3	0
	" and rock	134	4—135 7	1	3	Iron, quartz, &c.	133	6—134 4	0	10
	" good	136	5—140 0	3	7	Rock and Iron.	135	7—136 5	0	10
10	" fair	140	0—142 7	2	7					
	" and rock.	143	0—145 0	2	0					
	" (good)	146	1—146 7	0	6					
	" and rock	150	5—152 2	1	9	Rock and iron with S.	146	7—148 4	0	9
11	" (close grain)	157	0—162 2	5	2	Iron and rock	154	0—155 0	1	0
						" "	155	0—157 1	2	1
12	" with rock	179	3—180 3	1	0	" "	165	4—166 4	1	0
13						Rock and iron	180	3—181 11	1	8
	Iron (little rock)	194	5—196	1	7	" "	183	6—185 0	1	6
						" "	185	0—191 1	6	1
14	" ore	200	0—210	10	0	" "	191	3—194 5	3	2
						Rock and iron (fine grain)	196	—200 0	4	0
15	" and rock	224	10—225 9	0	11					
16	" "	230	0—231 6	1	6	Rock and iron	232	9—234 1	1	4
	" "	234	1—236 2	2	1					
	" "	237	5—245 0	7	7	" "	245	9—246 10	1	1
17	" "	246	10—247 5	0	7					
	" "	248	1—252 4	4	3	Rock and iron with S.	252	4—260 0	7	8
18	" "	260	3—262 10	2	7	" "	260	0—260 3	0	3
	" "	264	0—267 4	3	4	" "	262	10—264 0	1	2
						" "	267	4—270 0	2	8
						" "	272	10—274 7	1	9
19	" "	274	7—276 2	1	7	" "	288	6—290 6	2	0
	Total			115	6				60	1

3rd. *Lot 7a, Range V, Township of Leeds, Que.*—This survey was made in May, 1905.

A base line was cut out in the approximate direction of the strike and the field divided into thirty-foot squares in the usual manner.

Magnetic measurements of the horizontal and vertical intensities were taken at the corners of every square and at intermediate stations when necessary.

Upon the completion of the field work a sketch map of the isodynamic lines showing the principal part of the deposit was made. From these isodynamic lines the posi-

tion for a drill hole was located, for the purpose of proving the depth and thickness of the ore, but no drilling up to the present time has been done.

A preliminary report of this survey was published in the Annual Report of the Superintendent of Mines for 1906.

The ore which is magnetite occurs in schistose rock and serpentine, and in places is exposed by outcrops and in others by stripping which was done some time previous to my visit. The strike of the formation is very nearly northwest—southwest, and the dip is approximately 45°-50° to the northwest at the surface.

Some ore had been removed from these exposures and from a test pit (No. 1) shown on the map of the vertical intensity accompanying this report, but the amount removed was so small that the general readings would have remained the same had this ore been left in place.

It will be seen, on examination of the map, that the ore occurs in pockets. These pockets, to facilitate reference, are designated by the capital letters A, B, C, D and E printed on the map.

The positive areas A, B, C and D indicate the existence of ore in the form of pockets, but the indications of the amount of ore present are not sufficiently encouraging to warrant any outlay for development.

The positive area E is the most promising of these pockets and the only one where further prospecting would prove of any value, but even here the indications of the amount of ore present do not warrant any great expenditure.

It will be noted that the positive vertical intensity decreases rapidly in the direction of the dip of the formation. This may be taken as an indication that the ore body has little extension in depth.

A drill hole put down in the position previously mentioned would have pierced the ore body at a depth of 150 feet, if the dip at the surface continued to this depth. If ore does not extend to this depth the deposit is not worth working.

The ore formation continues into the next lot, which is lot 7*b*, range V, but, according to your instructions, I confined my survey to lot 7*a*.

About one day was spent in taking measurements on lots 1 and 3, range X, but no indications of iron ore other than several surface boulders were found.

The nearest railroad station is Robertson on the Quebec Central Railway, about twelve miles drive from this property.

The following analyses were made by Mr. M. F. Connor from samples taken from two outcrops and the test pit mentioned above :

	No. 1. Test Pit.	No. 2.	No. 3.
SiO_2	10·00	8·77	40·43
Al_2O_3	3·70	0·30	0·10
TiO_2	0·10	trace.	trace.
FeO	24·60	25·28	17·98
Fe_2O_3	59·05	64·96	40·10
CaO	1·12	0·43	0·40
MgO	0·50	0·03	0·02
P_2O_5	0·69	0·35	0·37
	99·76	100·12	99.40
Fe	60·48	65·15	42·07
S	0·007	0·007	0·03
P	0·307	0 153	0·163

It will be seen from these analyses that the sulphur is very low in all three samples and that the phosphorus is high.

Your obedient servant,

B. F HAANEL.

ELECTRIC SMELTING EXPERIMENTS.

On account of the great importance of this subject for the utilization of the numerous water-powers and iron ore deposits in Canada, especially in those provinces where coal for coking purposes or coke needs to be imported, an appropriation was made to defray the expenses of erecting an experimental plant for the determination of the following important points referring to Canadian conditions :—

1. Can magnetite, which is our chief ore and which is to some extent a conductor of electricity, be successfully and economically smelted by the electric process ?

2nd. Can iron ores with comparatively high sulphur content, but not containing manganese, be made into pig iron of marketable composition ?

3. Can the electric process be so modified that charcoal, which can be cheaply made from mill refuse and other sources of wood supply, useless for other purposes, could be substituted for coke ? This is especially important since charcoal and peat coke constitute home products.

The Lake Superior Corporation offered, if the plant were erected at the works in Sault Ste. Marie, to furnish the required electric energy free of expense for four months and to place at our disposal their well equipped laboratory and facilities for crushing and briquetting at a reasonable rental. It was deemed that these advantages could not be secured elsewhere and the offer was, therefore, accepted.

Mr. Erik Nystrom, M.E., member of the staff of the Mines Branch, was detailed to proceed to Sault Ste. Marie to superintend the erection of the furnace, which had been designed for the experiments by Dr. P. Heroult, and to make all needed preparations for the commencement of the experiments at an early date.

The difficulty of obtaining the necessary electric appliances and measuring instruments and the fact that the electrodes required to be imported from Sweden greatly delayed the beginning of the experiments.

The official experiments were commenced about the middle of January, 1906, and continued, with a few intermissions for repairs, night and day until March 4.

The experiments were carried out under the directions of Dr. P. Heroult and myself. The working of the furnace, divided into three eight-hour shifts, was superintended in rotation by Messrs. E. Nystrom and B. F. Haanel (members of the staff of the Mines Branch), and by Messrs. R. Turnbull and J. Sejournet (engineers for Dr. Heroult), each being responsible for the respective shifts, notes and measurements made.

A preliminary report of these experiments was published in June, giving the principal results obtained and a full report is at present being prepared for the press.

At the request of the Faraday Society of England a paper on the subject of the government electric smelting experiments at Sault Ste. Marie was prepared by me, which was read on July 2.

A similar paper on the same subject was, at the request of the Chemical Society of the United States, read by me on June 30, at the meeting of the Society at Ithaca, N.Y.

Previous to this an address on the subject was also given by me before the Canadian Club of Toronto on March 12.

Permission was asked by the secretary of the Franklin Institute of Philadelphia, Pa., to reproduce the report in their transactions, which was granted.

After the conclusion of the experiments, the plant was sold to the Lake Superior Corporation and the furnace has since March been employed by this company for the manufacture of ferro-nickel pig.

RESULTS OBTAINED BY THE LAKE SUPERIOR CORPORATION.

Mr. E. A. Sjöstedt, Chief Metallurgist of the Lake Superior Power Company, who has had charge of the smelting operations, reports regarding the production of ferro-nickel pig, as follows :—

'During the first few weeks of our experiments minor changes in the shape of the furnace were made, also in the electrode holder, the lime charges were purposely kept low (from 15 to 18 per cent of the ore charge) in order to observe the influence and efficiency of the lime in the elimination of the sulphur and silicon. During this time the furnace product averaged 2,700 lbs. per diem of ferro-nickel with 0·01 per cent S and Si contents, varying from 5 to 11 per cent.

Returning to our old practice and running on 50 per cent lime charge, the product decreased somewhat (yielding from April 4 to May 5 on an average 2,456 lbs. per diem), but the Si contents were reduced to about 3 per cent. The further increase of the lime charge tended to further decrease the Si contents, but at the sacrifice of the production. Finally we settled down to an ore charge of 400 lbs. of briquettes (carrying from 1·5 to 2·25 per cent S), 140 to 150 lbs. limestone of the composition given below and about 120 lbs. charcoal.

Limestone.

	Per cent.
SiO_2	1·71
$Fe_2O_3 + Al_2O_3$	0·81
$CaCO_3$	92·85
$MgCO_3$	4·40
P	0·004
S	0·052
	99·826

Up to August 1 about 168 short tons of ferro-nickel had thus been produced. Omitting the first few weeks and taking into consideration only the four full months, April to July, inclusive, during which time the furnace was in continuous operation, with the exception of such unavoidable interruptions as were caused at the power plant and for the changing of electrodes, the following average results were obtained :—

Total product	154 short tons.
Total working time, 114·8 days of 24 hours.	
Average product per working day	1·3415 short tons.
Mean volts on furnace	38
Mean amperes	4,800
Power factor	0·919
Mean electric horse-power on furnace, approx.	225

Output of ferro-nickel pig per 1,000 E. H. P. days=

$$\frac{1{\cdot}3415 \times 1{,}000}{225} = 5{\cdot}96 \text{ short tons.}$$

During this period the following average amounts of raw material were consumed for the production of one short ton of ferro-nickel pig (of an average composition of about 2·75 per cent Si; 0·01 per cent S; 0·03 per cent P; 4 per cent Ni, and 0·8 per cent Cu) :—

Roasted pyrrhotite (about 2 per cent S content)	2 tons.
Limestone	1,500 lbs.
Charcoal, 60 bushels at 20 lbs.	1,200 "
Electrodes	40 "

Since the publication of the report of the commission appointed to investigate the different electro-thermic processes for the smelting of iron ores and the making of steel in operation in Europe,* the following plants have been erected:—

* Published by the Mines Branch, 1904.

In United States—

By Henry Disston & Sons, at Tacony Works, near Philadelphia, Pa.
Type—Induction furnace, by E. A. Colby.
By the Halcomb Steel Company, Syracuse, N.Y.
Type—The Heroult Steel Furnace.

In Germany—

By the Electro Stahl Gesellschft, at Remscheid, near Cologne.
Type—The Heroult Steel Furnace.
By Deutsche Electrische Stahlwerke, at Plattenberg, Westphalia.
Type—The Gin Steel Furnace.

For the Kjellin Steel Furnace contracts are said to have been made by Krupp, in Essen, Germany, and by Vickers, Sons & Maxim, and J. Pd. W. Baldwin, in England.

Since the issuance of the preliminary report on the experiments made at Sault Ste. Marie, Ont., under government auspices, in the smelting of Canadian iron ores by the electro-thermic process advices have been received at this office from Mr. R. Turnbull, representative of Dr. Heroult, that a contract has been secured for the erection of an electric smelting plant to be in operation in six months at Baird, California. The plant is at first to consist of one 2,000 H. P. Electric Furnace with a guaranteed output of 20 tons of 2,240 lbs. of pig iron per 24 hours. If successful, the plant is at once to be enlarged by the erection of additional furnaces with a capacity of 600 to 800 tons per day.

Mr. Turnbull also informs me that he has practically closed with a firm in Mexico for the erection of an electric smelting plant for the production of pig iron, the plant to be in operation within 12 months.

Professor E. G. von Odelstierna in a paper read before the Fjärde Allmänna Svenska Tekniker Mötet,* in Norrköping, Sweden, and published in the Teknisk Tidskrift, No. 30, for the year 1906, comments as follows regarding the consequences of the electric smelting experiments made at Sault Ste. Marie under government auspices:

'The iron industry of Canada in certain ways resembles that of Sweden, viz. :

'1st. The largest number of the iron ore deposits are magnetites, very similar to certain of our Swedish ores, as shown at the Chicago Exhibition in 1893, where we Swedish jurymen, with somewhat painful feelings, studied the Canadian iron ore exhibit. The exhibit consisted of only small samples but from 70 different localities from all parts of the country. The specimens exhibited were mostly rich crystalline magnetites.

'2nd. The large deposits of magnetite seem in general to be located at great distances from the coal deposits, but in localities where abundance of good wood for charcoal is available.

'3rd. Canada possesses in these localities large water-powers.

'There is no doubt in my mind that Canada will develop in the near future a large iron industry, as already stated in my report on the exhibition in Chicago, and whatever doubt there was is now entirely removed when witnessing the energetic steps taken by the government of Canada in later years to reach this aim.

'I require, therefore, now to add that this expansion of the iron industry of Canada will very soon be reached to judge from the results obtained with the electric smelting process,** with which very gratifying results have lately been obtained.

'We have, therefore, to fear that the iron industry of Sweden can expect a dangerous competition from Canada, which not only can cut our market in United States of America, but also our market in England, if that country should adopt the proposed customs union with the colonies; also in regard to China and Japan, is Canada better situated, which is evident from a look on the map.

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* General meeting of Technical Congress.
** At Sault Ste. Marie, Ont.

'Only in one respect, viz., the cost of labour, are we better situated than Canada, if this is to be considered as a better situation.

'The Canadian government, which already saw the importance for the country of utilizing and smelting their rich ore deposits in the country and not only export the ore, has unconsciously given our government a sharp lesson. As already known, this patriotic government appointed a commission to investigate all the inventions made in Europe for the reduction of iron ores and the making of steel by the electric processes and enabled the commission to publish a standard work on this subject.

'On account of these investigations, it was considered to be of advantage of further experimenting with Canadian raw material in Canada, and the first process employed was the one invented by Heroult. The figures hereafter given are those obtained with this method and lately published in a report by the Superintendent of mines.

* * * * * * * * *

'So much can be said, however, that very important experiments have been made, and even if the greater part of our labour should be continued in the direction of direct producing steel from the ore, a very important part of the practical electro-metallurgy has been solved by the Canadian government and the energetic members of the commission.'

INVESTIGATION OF THE ZINC RESOURCES OF BRITISH COLUMBIA.

It has for a long time been known that zinc ores occurred in British Columbia associated with silver bearing lead ores. The zinc ore until very recently was, however, considered of little value and in most cases was thrown on the dumps. Lately several companies have reconstructed their plants with a view of saving the zinc concentrates as a valuable by-product. These zinc concentrates were in most cases exported to zinc smelters in the United States.

In view of these facts the Silver-lead Association and Associated Boards of Trade of British Columbia petitioned that a commission be appointed to investigate and report on the zinc ore resources and the zinc industry of British Columbia. I was directed by you to prepare a memorandum on this subject, outlining the work to be done and presenting names for your approval of the staff who were to be entrusted with this examination. On approval of this memorandum, Mr. Walter Renton Ingalls, editor of *The Engineering and Mining Journal,* New York city, and author of an extensive work on the 'Metallurgy of Zinc' and a treatise on the 'Occurrence and Distribution of Zinc Ores,' the commercial and technical conditions affecting the production of spelter, &c., was appointed chief of staff of the Zinc Commission.

The following is an extract from the instructions given to Mr. Ingalls regarding the work to be covered and the appointment of his assistants :—

'The examination is to cover—

'1st. Examination of the present development of the mines to determine approximately the tonnage of zinc ore immediately available, its occurence and character and the future prospects, together with the cost of mining.

'2nd. Examination of the present methods of milling.

'3rd. Investigation of the adaptability of the ores to the new methods of concentration (magnetic, electrostatic, &c.).

'4th. Study of the conditions affecting marketing of the concentrate, including the question of smelting in the province or elsewhere in Canada.

'5th. Investigation of the possibility of special utilization of the zinc ore of high silver content.

'Mr. Philip Argall, M.E., of Denver, Colorado, and Mr. A. C. Gardé, of Nelson, B.C., will act as your assistants, the former taking charge of the field work, the latter acting as Mr. Argall's assistant. These parties are to report to you the results of their investigations made in accordance with full instructions to them from you.

'Your recommendation that the investigation of the adaptability of the ores of British Columbia to magnetic and electrostatic concentration, &c., be undertaken by Henry E. Wood, of Denver, Colorado, is hereby accepted.

'Upon the completion of the field work, or sooner if advisable, you are directed to make a tour of the zinc districts of British Columbia to obtain such personal view of the economic conditions as will enable you to form a sound judgment regarding the establishment of zinc smelters, fuel supply and strategical railway locations and such other data as are necessary to arrive at proper conclusions affecting the development of the zinc industry of British Columbia.

'Your report dealing with the economic features of the inquiry is to contain an analysis and summary of the data collected under your direction by your assistants in the field and in the concentration laboratory. The individual reports of Messrs. Argall, Gardé and Wood are to appear in the full report.'

The investigation of certain undeveloped deposits and prospects was assigned to Dr. A. E. Barlow, assisted by Mr. Keele, who were for this purpose detached from the Geological Survey Department.

A report from the Gold Commissioners on zinc ore occurrences in their districts was also obtained through the courtesy of the Honourable the Minister of Mines of British Columbia.

Regarding the erection of a zinc smelter at Frank, Alberta, Mr. Ingalls reports in *The Engineering and Mining Journal,* of July 7, Vol. 82, No. 1, page 22 :

'An interesting innovation in the metallurgical industry of Canada was the beginning of operations by the Canadian Metal Company, which has erected an expensive zinc smelting plant at Frank, Alberta, the purpose of which is to treat the zinc ores of British Columbia, especially of the Slocan district. The plant was located at Frank, on the Crow's Nest branch of the Canadian Pacific Railway, because coal is cheaply available at that point. The company, indeed, owns a coal mine, operated through an adit, the cars of which dump the fuel directly into the bunkers of the gas producers. The plant was put in operation on May 31 and on June 3 spelter was drawn from the condensers of the distillation furnaces, this being the first spelter ever produced on a commercial scale in Canada.'

The report of the commission is at present in the hands of the printer and will be ready for distribution at an early date.

OFFICE WORK.

Numerous requests were made during the year for information relating to mining and metallurgical matters, the occurrence of economic minerals, the mining laws of Canada, &c. The correspondence is steadily increasing and from January 12 to July 1, 1906, 1,821 letters were received.

In addition to the work necessitated in answering these requests much time was consumed in the editing and proof-reading of the different reports issued and the drawing of necessary diagrams and illustrations.

From the City Trade Branch of London, England, and other similar associations several requests have been received for information in regard to mining properties in Canada, with a view of investment of European capital, or exportation to Europe of Canadian minerals.

I am informed by the above association that Messrs. Brandeis, Goldschmidt & Co., 18 and 19 Fenchurch street, London, England, would like to get in touch with Canadian producers, especially of copper, lead and antimony, and that under certain conditions they might be prepared to offer financial assistance.

In view of the numerous inquiries received at this office for information regarding the 'Mineral Industry of Canada,' a publication is urgently needed, which, in addition to the statistics of the mineral production of Canada, would furnish the following information regarding the different mining and metallurgical companies operating in

Canada : Names and addresses of the companies ; date of incorporation; location of their properties; capital invested; names of directors, managers and chief engineers; short description of their works and machinery, and number of workmen employed.

DOMINION OF CANADA ASSAY OFFICE.

During the fiscal year ended June 30, 1906, 21,050·80 ozs. of bullion, valued at $337,820.59, were received and assayed. These deposits were derived from the following sources :—

—	Deposits.	Weights.		Value.
		Before Melt.	After Melt.	
	No.	Oz.	Oz.	$ cts.
Yukon	32	4,357·13	4,265·22	69,388 61
British Columbia	294	15,476·60	15,133·10	245,360 70
Northwest Territories	5	92·65	77·64	2,161 40
Ontario	10	994·97	990·34	18,725 63
Alaska	4	129·45	125·15	2,184 25
	345	21,050·80	20,591·45	337,820 59

	Ounces.
Weight before melting	21,050·80
Weight after melting	20,591·45
Loss by melting	459·35

Loss percentage by melting 2·1821.

The following table shows the business done by the assay office since its establishment:

Fiscal Year.	Deposits.	Weights.	Value.
	No.	Oz.	$ cts.
1901-1902	671	69,925·67	1,153,014 50
1902-1903	509	36,295·69	568,888 19
1903-1904	381	24,516·36	385,152 00
1904-1905	443	29,673·73	462,939 75
1905-1906	345	21,050·83	337,820 59

The following is a statement of difference in value of assays between Seattle Assay Office and Dominion of Canada Assay Office from July 1st, 1905, to June 30, 1906 :

Value bars Seattle assay office		$ 338,909 05
Clippings		702 78
		$ 339,611 83
Value bars and clippings, Dominion of Canada assay office		337,820 59
Extra assay charges		1,111 17
		$ 338,931 76
Total value bars and clippings, Seattle		339,611 83
Total value bars and clippings and extra assay charges, Dominion of Canada Assay Office		338,931 76
Balance in favour of Dominion of Canada Assay Office, Vancouver		680 07

STATEMENT of indebtedness of Government of Canada to Canadian Bank of Commerce for the fiscal year ended June 30, 1906.

Received by Bank.

Extra assay charges	$ 1,111 17	
Difference, Seattle and Vancouver assays	680 07	
		$ 1,791 24

Due to Bank.

Extra assay charges	$ 1,111 17	
Commission on $337,820.59 at 17 cents per $100	574 27	
		1,685 44
		$ 105 80
Jany. 17, 1906.—By cheque from Bank of Commerce, amount due by them on account, purchase of gold to December 31, 1905	$ 35 15	
July 31, 1906.—By draft from Bank of Commerce, amount due by them on account, purchase of gold to June 30, 1906	70 65	
		$ 105 80

Statement of Earnings and Expenditure.

Deposits of gold		$337,820 59
Earnings,—		
Extra assay charges placed to credit of Receiver General	$ 1,111 17	
Value of sweeps and recovery of grains	585 36	
	$	1,696 53
Expenditure		9,947 24

Percentage of Net Expenses to Deposits, 2·4423.

STATEMENT of extra assay charges received by Dominion of Canada Assay office from July 1, 1905, to June 30, 1906.

From.	To.	Bar Number.		Amount.
1905.		From	To	$ cts.
July 1	July 31	1	47	260 33
August 1	August 31	48	86	150 62
September 1	September 30	87	117	114 65
October 1	October 31	118	169	126 79
November 1	November 30	170	206	84 10
December 1	December 31	207	228	49 03
1906.				
January 1	January 31	229	250	57 83
February 1	February 28	251	260	24 00
March 1	March 31	261	282	51 29
April 1	April 30	283	327	66 87
May 1	May 31	328	345	68 03
June 1	June 30			
	Total			1,111 17

STATEMENT of Expenditure made by Dominion of Canada Assay Office, Vancouver, B.C., from July 1, 1905, to June 30, 1906.

Rent	$ 1,200 00
Power and light	114 52
Gas and fixtures	267 99
Chemicals	7 35
Repairs and alterations	50 95
Water taxes	14 40
Postage	9 00
Stationery and printing	3 80
Assayers' materials	69 05
Melters' supplies	42 10
Freight and express	49 49
Telegrams	37 89
Telephone	66 30
Office supplies	35 38
Hardware	40 85
Machinery	642 67
Premium on bond	80 00
Consular certificates	2 50
Thomas McCaffray	2,500 00
J. B. Farquhar	1,500 00
G. Middleton	1,500 00
D. Robinson	900 00
Miss Tierney	720 00
J. O. Sullivan	80 00
T. Fitch	13 00
	$ 9,947 24

The following is a statement of money received and expended by the Dominion of Canada Assay Office, Vancouver, B.C., to June 30, 1906, and shows the unexpended balance of the appropriation to be $1,743.92 :—

Appropriation	$ 11,000 00
Value of sweepings and recovery of grains	580 36
Difference, value, Vancouver and Seattle assays, from July 1, 1905, to June 30, 1906	105 80
Special assay charges	5 00
Total	$ 11,691 16
Expenditure to June 30, 1906	9,947 24
Balance	$ 1,743 92

INVENTORY OF PROOF GOLD AND SILVER ON HAND JUNE 30, 1906.

	Ounces.
Proof gold	6·22
Proof silver	275·65

	Ounces.
Large disks	110:83
Small disks	30·87
Silver bars	133·95
	275:65

CHANGE IN THE CONDUCT OF THE BUSINESS OF THE ASSAY OFFICE.

Hitherto the bullion deposited in the Dominion of Canada Assay Office has been marketed for us by the Canadian Bank of Commerce, the bank receiving for these services 17 cents per $100 to cover marketing expenses. This arrangement has been cancelled by an Order in Council, dated May 10, 1906. The Order in Council provides for the purchase by the government of the bullion deposited, the manager of the assay office being authorized to issue letter of credit cheques for the value of the deposits to the depositors, or if they are unable to present themselves personally to mail cheques to their addresses.

The following regulations regarding deposits and charges thereon have been authorized by the Order in Council of May 10, 1906 :—

1st. Each parcel requiring a separate assay will be treated as a separate deposit.

2nd. All deposits will be treated in the order in which they arrive.

3rd. The gold on which royalty has been paid must be accompanied by a certificate from the Comptroller of the Yukon Territory at Dawson, that the royalty at the rate prescribed by the regulations has been paid.

4th. The charges to be made on each deposit after assays to be as follows :—

On gold on which royalty has been paid :

1st. Charge—Assaying and stamping charge, $\frac{1}{8}$ of 1 per cent on the gross value of the gold and silver contained in the deposit.

2nd. Charge—Parting and refining charge : 4 cents per ounce on the weight after melt.

3rd. Charge—Toughening and alloy charge : 2 cents per ounce on $\frac{1}{11}$ of the standard weight of gold contained in the deposit.

In paying for silver $\frac{1}{99}$ of the stanadrd weight of the gold to be deducted from the gross standard weight of the silver contained in the deposit. This deduction is to cover loss in converting silver from solution.

On gold on which no royalty has been paid an additional charge of one dollar on each melt is to be exacted.

IMPROVEMENTS IN THE INTERNAL ARRANGEMENT OF THE ASSAY OFFICE AND ADDITIONS TO EQUIPMENT.

The upper back windows of the Assay Office, which had so far been left unprotected, have been ordered, for greater safety, to be provided with iron gratings.

Mr. Middleton, chief melter, having reported that the space from the melting furnace table to the partition being only 4 feet 8 inches, sufficient room was not given to handle large melts required by the provisions of the Order in Council which changed the conduct of the business of the Assay Office, it was decided, to avoid accidents, to move 12 feet of the partition opposite the large furnaces in towards the office 2 feet 6 inches, which would make the space between the large furnace table and the partition 7 feet 2 inches.

The assay weights having been in use for four years, it was found that their accuracy could no longer be depended upon. A set of standard weights of 500 oz. down to $\frac{1}{100}$ of an ounce, with a certificate of the United States Standardizing Bureau, was, therefore, ordered from Henry Troemner, Philadelphia, Pa. On receipt of these standard weights by the manager of the Assay Office, he was instructed to institute a comparison of the office weights by substitution with the 'standards.' The following is his report thereon :—

DOMINION OF CANADA ASSAY OFFICE,
VANCOUVER, B.C., April 23, 1906.

This certifies that the office weights designated below have been compared by substitution with the 'standards' and the following corrections made, viz.:—

Designation.	Correction.	Distinguishing marks.	Sensibility of balance.
500 oz	*·03/100 oz.	1 dot	100 mgrms.
500 "	*·04/100 "	2 dots	100 "
300 "	None.		100 "
200 "	*·01/100 oz.	1 dot	100 "
200 "	*·01/100 "	1 "	100 "
200 "	*·01/100 "	2 dots	100 "
100 "	None.		100 "
50 "	"		80 "
30 "	"		70 "
20 "	"		70 "
10 "	"		70 "
5 "	"		70 "
2 "	"		70 "
2 "	"		70 "
1 "	"		50 "
½ "	"		50 "
¼ "	"		50 "

A * means that the weight was heavier than the Standard.

The necessity, according to the provisions of Order in Council of May 10, 1906, of melting all small ingots for marketing purposes into large ingots not exceeding 1,400 oz. in weight required the use of an ingot balance. This balance of 2,000 oz. capacity, sensibility 1/1000 oz., with beam encased, and standardized weights to accompany same, was ordered from Henry Troemner and has since been received at the Assay Office.

ADDITIONS TO THE STAFF OF THE ASSAY OFFICE.

On the resignation of Mr. J. Walter Wells, chief assayer, on April 30, 1904, Mr. J. B. Farquhar was appointed chief assayer on July 1, 1904, and the services of an assistant were dispensed with in the interests of economy.

The change in the conduct of the business of the Assay Office constituting it a purchasing office rendered it advisable, to insure the proper checking of the assays, to appoint an assistant. Mr. A. Kaye, who had been in the employ of the Canadian Bank of Commerce at their Atlin branch as assayer during the years 1901, 1902, 1903 and 1904, and whose work in this capacity has been vouched for as satisfactory by Mr. H. H. Morris, Inspector of the Canadian Bank of Commerce, was appointed to this position, his duties to commence July 1, 1906.

APPENDIX.

In the appendix a description is reproduced of the Heskett-Moore iron process, which I owe to the courtesy of the Superintendent of Commercial Agencies, Mr. F. C. T. O'Hara; also a letter received from the manufacturers in England regarding the new explosive 'Ammonal.'

I have the honour to be, sir, your obedient servant,

EUGENE HAANEL,
Superintendent of Mines.

APPENDIX.

Description of the Heskett-Moore Patented Direct and continuous process for Treating Ferruginous Ore for the Manufacture of Iron and Steel, showing the method employed and the commercial advantages arising therefrom.

The process is a method for directly converting iron ore into malleable iron or steel by a continuous system.

This process consists essentially in first reducing iron ore to a fine state of division, and separating the gangue therefrom by electro-magnetic treatment, or other approved method of concentration, leaving a pure oxide of iron, which is then treated automatically by a pure fuel, reduced to a metallic state, and finally fused and delivered from the furnace in the form of malleable (commercially pure) iron and steel as desired, by one direct and continuous process doing away with the intermediate stage of pig iron.

Any iron ore can be treated by this method, but the New Zealand iron sand, in consequence of its natural extreme fineness is particularly adapted for treatment.

In New Zealand enormous deposits of magnetic iron sand exist on the beaches of the west coast, the value of which is clearly recognized, so much so indeed, that the New Zealand government offer to take 65,000 tons of iron smelted from the sand, at English prices with carriage and expenses added, and in addition to give a bonus of £1 per ton for the first 20,000 tons to encourage the establishment of iron works there, conditionally upon a plant of a certain value being erected.

Although many processes have been tried, until now no commercially successful means of treating the sand has been proved.

Owing to the fineness of the sand some inventors who had operated on it conceived the idea that the best way of working it was to mould it into 'briquettes' and smelt them in an ordinary blast furnace, producing pig iron in the usual way. The necessity of making sand into briquettes or the production of pig iron at all, has been obviated by the introduction of this process.

In the present patented process, gaseous fuel free from impurities specially prepared in the apparatus, is used, and is perfectly under control. Instead of making the iron sand into briquettes thus adding to the cost before smelting, and also introducting impurities into the iron during the smelting and adding to the cost of subsequent treatment, the magnetic sand under the new process is treated 'automatically' and without the addition of any fluxing agent.

The trial runs of the plant constructed at South Melbourne have proved conclusively that the method and apparatus designed by the inventors have produced malleable iron and steel direct of a very high quality.

It is estimated by those competent to judge that the highest grade of tool steel can be produced for less than three farthings per pound—or for very little more than the cost by other methods of ordinary grades of steel for structural purposes ; steel rails can be produced for under £4 per ton, and malleable iron for £4 10s.

One of the inventors of the new direct and continuous process, Mr. T. J. Heskett is well versed in English iron smelting methods, having been trained to the business in Middlesborough, England.

After working at Onehunga, New Zealand, on the iron sand, the result, in conjunction with Mr. Montague Moore, was the discovery of the present method of obtaining malleable iron or steel direct from the ore instead of pig iron as hitherto.

The company has obtained a lease of 320 acres at Lal Lal, near Ballarat, upon which there is an extensive and rich deposit of hematite iron ore, and has also arranged for a special concession of beach frontage from the New Zealand government at Manukau Heads, upon which there is a very large deposit of high grade magnetic iron sand sufficient for many years consumption.

The following details explain the mode of working :—

Starting with the iron sand or pulverized iron ore it is dried and separated from its gangue, by which means iron oxide separated from every impurity is obtained. The great natural fineness of the New Zealand iron sand, admits of a thorough separation of the impurities, but in Australia and other countries the ore to be smelted by the new system will first have to be reduced to a fine state of division and concentrated.

After separation, the purified iron oxide is automatically fed into the furnace.

The first portion of that furnace consists of a heating chamber, wherein by using the waste heat from subsequent operations, the iron oxide is thoroughly heated. It then mechanically passes into what is called the reducing chamber, where a jet of gaseous fuel takes up the oxygen from the oxide of iron particles, which are thus converted by deoxidation into particles of metal, which are automatically fed into the melting furnace, and converted into malleable iron or steel according to arrangements made.

The commercial advantages are :

1. By using a pure ore freed from foreign matter by magnetic or other separation, there is no cost for fuel to melt the gangue into slag, and afterwards disposing of that waste product. Also the much greater economy with which the fine atoms can be heated as compared with solid ore in lumps effects a large saving compared with existing methods.

2. Sulphur and phosphorus are usually present in both fuel and fluxes. These elements act injuriously upon iron and steel, and cause much expense in effecting their separation. By using a gaseous fuel alone these impurities are not present, or if present are easily removed before the gas is used for smelting. Also by using a purified ore, the result is the production of a very high class malleable iron or steel. There is also the advantage of having the heating quickly and certainly under control.

3. The arrangement of the furnace utilizes the waste heat, a thorough conversion of it being achieved throughout the whole cycle of operations, which is continuous from the sand to the finished metal.

4. The most important saving is effected by adopting this direct process, and the subsequent diminution of the number of operations necessary. The present commercial process, which the Heskett-Moore invention is intended to supersede, consists first in the production of pig iron, an impure type of metal requiring detailed handling, puddling, bessemerising, &c., before conversion into wrought iron or malleable iron or steel. Working by the Heskett-Moore process with a pure ore free from foreign matter and using as a fuel purified gases, the direct and continuous result is metal at once fitted for use as wrought iron or steel as may be required.

5. The working plant is so arranged that the process, as well as being continuous, and saving any reheating of the metals, as hitherto, is entirely automatic; as after the iron sand is fed into the magnetic separator, the pure oxide taken by mechanical conveyors and fed by them into the heating chamber, and no handling occurs until the malleable iron or steel is produced from the melting furnace, ready to be wrought under the steam hammer, and rolled into rails, plates or bars.

One of the chief impediments to the successful establishment of iron works on a large scale in Australia, has hitherto been the high price of labour as compared with other countries. By the new direct and continuous method of smelting much less manual labour is required than under the older system, and malleable iron or steel can be produced here at less cost than similar qualities of metal under present conditions in England. The invention having been proved at South Melbourne Works by the production of high quality iron and steel, very far reaching consequences will result.

In fact a revolution must be effected in iron and steel manufacture throughout the world, and, recognizing the immense benefits which will accrue, patents have been applied for in New Zealand, Great Britain, Norway, Sweden, France, Belgium, Germany, Russia, Canada, India, the United States of America, the Commonwealth of Australia, Japan and the Transvaal.

The company which has secured the invention intends to run the works at South Melbourne, to demonstrate its value to Australian capitalists able to establish works in the different states of the Commonwealth and also the representatives of ironmasters from other countries.

Excellent cutting tools of the finest quality have been made from some of the steel manufactured, and may be seen at the office of the company.

The cost of erecting a large smelting plant on this system would be less than one-fourth of the cost of a smelting plant on existing methods to produce the same quality of metal.

Finally it may be stated that the directors aim at making large profits for the shareholders, not from establishing works in the different states and countries, but from the sale of the patent rights to those able to finance and establish ironworks on an adequate scale.

THE MOORE-HESKETT STEEL AND WROUGHT IRON FURNACE.

A is the ore feeding-hopper delivering a constant stream of powdered iron ore into revolving cylinder B. The cylinder is lined with fire brick and has projecting shelves for raising the ore. It passes from cylinder B into cylinder C through a small opening in damper L and from there falls into revolving furnace D.

The ore is heated in cylinder B, deoxidized in cylinder C and either balled up for wrought iron or melted for steel in revolving furnace D.

The fuel (in this plant being crude oil) is sprayed into cast-iron retort E under pressure at F, passes through reducing cylinder C then through gas port J into revolving furnace D where it meets the hot air coming in through port I. The heated products of combustion enter the flue H and pass through regenerators G, around retort E and then through revolving cylinder B to chimney.

Cold air enters the regenerator G at N passing through flue N^1 to port I.

The gas and reduced particles of iron enter the furnace through the fire clay pipe J which is protected in front by the furnace lining. The furnace is lined with chrome ore in blocks made roughly in a spiral form so that the ore is gradually worked forward in the furnace and either delivered in the form of puddled ball, or melted for steel, depending upon the temperature maintained.

When the reduced ore falls into the furnace the gas plays over it, effectually preventing any possibility of reoxidation taking place before the finely divided iron particles become absorbed in the bath of metal or slag.

A tapping hole (not shown) is provided in the centre of furnace above the pit.

A small jet of compressed air is found sufficient to urge the air draught at N through regenerators which heat the air by conduction through the firebrick work.

As there is no chemical reaction taking place in the furnace a refractory basic lining should retain its form for a long time and ball its iron up and deliver it direct into a revolving squeezer or when making steel keep moving the iron forward across the bath to facilitate smelting.

In the working plant electro pyrometers are used to aid in maintaining a uniform temperature, and valves (not shown in the outline sketch) are provided for regulating the heat in the various parts of the furnace.

AMMONAL.

A letter of inquiry to the 'Ammonal Explosives, Limited,' of London, England, regarding the applicability of their new explosive 'Ammona'' elicited the following letter of reply :—

29 Great St. Helens,
London, E.C., 2nd August, 1906.

Eugene Haanel, Ph.D.,
Superintendent of Mines,
Department of the Interior,
Ottawa, Ont.

Sir,—Mr. Harry E. Winter, who is now visiting Canada with a view to introducing our Explosive Ammonal, has asked us to write to you on the subject of this explosive and on the various important points in relation to the same.

Ammonal is composed essentially of nitrate of ammonia, charcoal and metallic aluminium, and advantage is taken in this composition of the great heat given off by the aluminium at the moment it forms into aluminium oxide in order to expand the gases formed by the explosive decomposition of the nitrate of ammonia. Thus a great volume of gas is produced, which, owing to its very high temperature, is suddenly expanded. In point of strength the various qualities of ammonal which our company produce range from that of slightly above black powder to the strength of blasting gelatine, according to the quantity of aluminium that is added, but of course there is a point above which the percentage of aluminium cannot go and that is arrived at by working out the chemical equation. The outstanding feature of this explosive is its great strength and safety. As far as the former is concerned the trials which have been carried out in Canada are ample proof and as to safety any one interested in the subject can with perfect impunity carry out any sort of trial he pleases. The explosive will not freeze and does, therefore, not require thawing. It has sprung into favour in this country ever since it has been introduced, and we are now selling large and constantly increasing quantities.

Mr. Winter has no doubt been able to show you all, or at least some, of the reports we have on the actual work of the explosive, and we may only add that for military purposes it has enjoyed great favour on the continent, as several powers have adopted it for shell filling, and the English government has also now got the question under consideration. Needless to say, His Majesty's inspectors of explosives have licensed ammonal for use in fiery and dangerous mines and for general purposes. We would suggest that if the matter is of sufficient interest to you you should request Mr. Winter to carry out a special series of experiments so as to prove to you the correctness of our statements.

We are, sir,

Yours respectfully,

(Signed) AMMONAL EXPLOSIVES, LIMITED.

FORESTS IN THE CROWSNEST PASS.

Effect of a forest fire in the Crows Nest Pass.

Forest Nursery Station, Indian Head, after three years of cultivation.

Black Spruce 80 years old, too crowded to grow well.

White Spruce 28 inches in diameter growing mixed with poplar.

Riding Mountain Forest Reserve.

Aspen and Balm reproduction in the Cooking Lake Forest Reserve.

J. & T. Shaw's Mill in the Riding Mountain Forest Reserve.

Reproduction of the Moose Mountain Forest Reserve after the fire of 1897.

Twenty year old reproduction of Aspen and Balm of Gilead in the Moose Mountain Forest Reserve.

Measuring the rate of growth of Aspen in the Turtle Mountain Forest Reserve.

Aspen Forests in the Riding Mountain Forest Reserve.

PART IX.

FORESTRY.

REPORT OF THE SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR, FORESTRY BRANCH,
OTTAWA, September 17, 1906.

W. W. CORY, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the eighth annual report on forestry, accompanied by the reports of the Assistant Superintendent, the Inspector of Forest Reserves and other officials connected with this service.

At the last session of parliament, an Act respecting forest reserves was passed which places the management of them under this branch of the department. It is to be hoped that this is only a commencement and that all timbered land which is unsuited for agriculture or grazing purposes and which is suited for growth of timber will be in time permanently set aside for that purpose.

The Act also provides that the fish and game within these reserves shall be looked after by this branch.

As has been stated in previous reports, the two cardinal points that have been constantly kept in view since the organization of this branch have been *conservation* and *propagation*. Heretofore propagation has been principally confined to tree planting on the plains, which will be dealt with later on, but two years ago a small commencement was made in the planting of coniferous seedlings on the sandhills in the Spruce Woods reserve east of Brandon.

The first year's planting, consisting of about 10,000, was as an experiment and the result was such as to encourage further efforts in this direction, and in 1905, some 13,000 Scotch pine were planted. The percentage of loss in this case was comparatively small ; and as will be seen from the report of the Assistant Superintendent herewith, some seventeen thousand were planted this season, of which practically all are now living.

As the land in question is useless for any other purpose, I think it would be wise to greatly increase this work in the future.

By referring to Mr. Craig's report, it will be seen that the work of forest surveying begun last year on the reserves in the Turtle and Moose mountains, is being continued this year in the Riding mountains.

REASONS FOR ESTABLISHING FOREST RESERVES.

As the object aimed at by the department in setting aside certain areas of land for forest reserves seems to be frequently misunderstood, a few words on the subject may not be out of place.

It will be seen by reference to the map that most of the reserves so far set aside have been on land unsuited for agriculture but which will produce timber. In many cases this is owing to the high altitude ; in other cases, such as in that of the Spruce Woods reserve, the soil is so poor that agriculture crops cannot be succesfully grown on it. But the most important consideration that has impelled the department to take up this matter is in order to conserve water supply.

It is not too much to say that the future of the prairie regions for the growing of grain will be greatly jeopardized if the water level in the soil is decreased, and this result will certainly follow if the natural reservoirs at the sources of supply in the

hills are destroyed, as they would be if the timber thereon were removed. So important is this that even if the land in such reserves only served this simple purpose, it would be wise to keep it in forest. But while serving this purpose it is the aim of the department to utilize the land for the production of timber and to so harvest the timber crop that a permanent supply may be continuously maintained, and in order to direct what may be cut, and to what extent, a careful examination or forest survey is necessary.

Permit me to emphasize what I have said in other reports, that the products of these forests and all others on public lands are for the use of the public, and the object aimed at is to administer them so that their highest use, not only for the present, but future generations may be secured.

In any forest there will be found a certain proportion of diseased trees which are injurious. These trees are frequently valuable to the settlers for the timber they contain and they will be encouraged to remove them.

The examination of the Turtle Mountains reserve, showed also that there were 63,710 cords of dead and down timber useful for fuel and which should be removed.

This survey also shows the quantity of growing timber, its size and rate of growth, which enables us to say what quantity can be cut each year without impairing capital, or in other words, without decreasing the annual future supply.

FIRE GUARDING.

The work of protecting the timber from destruction by fire has been continued this season with good results. The only serious destruction reported so far is from a fire that occurred in April at the upper waters of the Red Deer river, in Alberta, which is referred to in Mr. Stauffer's report.

The early part of the season was very dry in the prairie provinces, and the rangers were kept very busy fighting fires, and there is no question that notwithstanding the loss of valuable timber above referred to, the destruction would have been many times greater, taking the country as a whole, if no such service had been in force.

In the railway belt in British Columbia the rangers have been kept busy during the whole summer. Up to the early part of September the weather had been exceedingly dry, and fires were numerous throughout the district. In some cases the rangers were compelled to engage additional assistance and to work day and night for weeks to keep the fires from spreading into valuable timber. It is very gratifying to know that the amount of merchantable standing timber that has been lost has been very trifling, and as there have been heavy rains recently, it is not probable that there will be so much difficulty in the work of protection from now on till the close of the season.

TREE PLANTING ON THE PRAIRIES.

The report of the Assistant Superintendent on tree planting on the homes of settlers, deals very fully with that branch of the work. Some 7,000,000 trees have now been supplied by the department to those who have had their land properly prepared. The reports of all of the inspectors for this year have not yet been received, but as the season has been a very favourable one, it is expected that these reports will be quite as gratifying as those for any year since the work was started.

The applications so far, from settlers desiring to avail themselves of the co-operation of the department in this regard, are more numerous than they have been up to the present date in any year since the work was begun.

The trees set out in former years under this scheme are now beginning to attain such a height as to be visible for long distances across the prairie, and to furnish the much needed shelter so desirable on a prairie farm.

FOREST NURSERY STATION.

From the commencement of the scheme which involved the furnishing of seedling trees to the settlers, this branch has been indebted to the Department of Agriculture for the use of land on the experimental farms for the growing of this stock. As the applications increased, our requirements became too large to be provided by them without interfering with their own work, and a commencement was made a few years ago on a new prairie section about a mile and a half southwest of Indian Head. As this land had to be brought into a suitable state of cultivation before it was fit for nursery purposes, we have been compelled to use the land at the experimental farms to a greater or less extent up to the present time.

The work at the Brandon experimental farm ceased with the crop of 1904, and after the present season we will be able also to discontinue the use of the land that we have occupied for several years at the Indian Head farm, and centralize the whole work at the nursery station, and in this connection I desire to bear testimony to the assistance that the Department of Agriculture has rendered this branch. The minister, the director of experimental farms and the superintendents at Indian Head and Brandon have from the start of our forestry work shown a most kindly spirit and have aided very much in the success that has attended it. The nursery station in addition to furnishing several million trees for annual distribution, which is the main object of its existence, will also, through the permanent plantations of various varieties of trees thereon, afford reliable data as to the rate of growth of each variety, and other information which is much needed by the sylviculturist in those regions.

With a view of obtaining some knowledge of the forestal conditions of our far northern districts, I have just concluded a long journey down the Mackenzie river waters as far as Fort McPherson, near the Arctic Sea, returning by way of the Porcupine and Yukon rivers. A report in detail of this interesting trip would be too lengthy to insert here. I may say, however, that in the basins of the Athabaska, the Peace, the Liard and other tributaries of the Mackenzie, as well as the valley of that great river itself, are contained vast quantities of timber. The spruce, white and black poplar, birch, tamarac and jack pine are the principal varieties, the spruce being by all odds the most valuable. Though it was impossible for me to see but a very small area of the timbered territory, there can be no question that these northern regions contain a very great quantity of spruce timber, large enough for lumber and a practically unlimited supply of pulp wood material.

CANADIAN FORESTRY ASSOCIATION.

This association which has done so much to awaken public interest throughout the Dominion, continues to increase its membership, which now numbers about 1,500.

In the month of January last, a great forestry convention was held at Ottawa, at the call of the Premier, the Rt. Hon. Sir Wilfrid Laurier, and under the auspices of the association. This meeting, which lasted four days, was opened by His Excellency the Governor General and presided over by the Premier, and was by all odds the most important gathering of the kind ever held in Canada, and has contributed to further arouse public attention in our great forests and the forestry problem in general.

The association was invited by Nova Scotia and also by the lumbermen of British Columbia to hold a summer session in those provinces respectively. The executive decided to accept the invitation of the latter this season, and such a meeting will take place at Vancouver on the 25th, 26th and 27th of this month. It is called by the Lieutenant Governor of the province, and promises to be a very large and influential gathering.

Your obedient servant,

E. STEWART,
Superintendent of Forestry.

APPENDIX No. 1.

REPORT OF NORMAN M. ROSS, B.S.A., B.F., ASSISTANT SUPERINTENDENT OF FORESTRY.

INDIAN HEAD, SASK., June 26, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit my sixth annual report of work carried out under your instructions, dating from August 19, 1905.

From August till December 15 I remained at the nursery station here looking after the sowing of seed, cultivation, digging and heeling in of seedlings and other necessary work. From December 20 to January 29 was spent in the office at Ottawa. On the latter date I returned to Indian Head.

On the whole the past season has been particularly favourable for tree growth, and the success of the plantations already set out under our co-operative system has done much to stimulate the general interest in tree planting which is demonstrated by the greatly increased number of applications from settlers wishing to avail themselves of our present system of planting. That there is far more activity along this line of work than there was a few years ago is shown too in the evident increase in the commercial nursery business. All the western nurseries seem to be enlarging their operations and some new companies with considerable capital have been established this year.

When the co-operative scheme was first put in force it was looked upon with considerable disfavour by the western nurserymen, as they maintained that it would affect their business unfavourably. In some instances considerable opposition was manifested. The greatly increased demand for nursery stock of late years has, however, conclusively shown that if anything the present system is of great benefit to the nurserymen, and as time goes on it will undoubtedly be found that it would almost have been impossible to undertake any work which could prove so beneficial to the nursery trade. The distribution from our nurseries is limited at present to four or five varieties, namely, native maple, ash, elm, Dakota cottonwood and willow. These are sent out only as small seedlings and according to agreement must be set out in block form or as shelter for gardens and buildings. It will be seen that in reality this encroaches but slightly on the regular nursery trade which chiefly supplies stock for ornamental planting, such as shrubs, or larger trees for avenue planting, fruit trees and bushes and perennial plants. It has now been fully demonstrated that without shelter it is not possible to grow many kinds of fruit and ornamental shrubs and that the value of the ordinary vegetable crops and hardy fruits, such as currants and raspberries, is increased at least fifty per cent when protected by suitable shelter belts. As every settler is extremely anxious to grow fruit and vegetables and to beautify his surroundings, it will be readily seen that wherever a plantation has been set out under our co-operative system the owner is practically certain to purchase nursery stock for planting on his sheltered grounds.

It is also very easily seen that in a few years the Forestry Branch will not be able to supply even a small proportion of the demand for forest seedlings which is bound to increase very rapidly. With present facilities our annual stock for distribution cannot exceed four million seedlings, which number is almost insignificant when we consider the immense territory over which they are distributed. There would be a very good market for seedlings of hardy native trees for shelter purposes provided

nurserymen grew them on a sufficiently extensive scale to permit of their being sold at a price which the ordinary farmer can afford. One year old maple and two year old ash seedlings can be grown at a very good profit if sold at from $3 to $4 per thousand. There seems to be a very great demand for evergreen trees, but up to the present there is only one nursery in the west where this class of stock has been grown from seed. The native spruce, native jack pine and the Scotch pine are very easily raised from seed. The native tamarac is another conifer which gives evidence of being particularly adapted to prairie planting. The raising of hardy coniferous seedlings is a work which western nurserymen would find extremely profitable, as the demand for this class of stock is practically unlimited.

Since the spring of 1901 over 7,000,000 seedlings have been distributed throughout Manitoba, Saskatchewan and Alberta. The reports sent in by the various inspectors in regard to the different plantations inspected by them are very encouraging. In one or two instances trees have been neglected, but such cases are the exception. The great majority of the plantations are in excellent condition, the reports showing that at least 85 per cent of all seedlings sent out are now living. The inspectors all report a greatly increased interest in tree planting both in the towns and country districts.

This year so far we have not received any reports, as the inspectors have only been out a few weeks. But as the season has been such an extremely favourable one, it is safe to assume that the percentage of trees set out this spring which are still alive is as high as in former years.

This spring the lists sent up from Ottawa showed 1,500 applicants in Manitoba as against 1,400 last year, and somewhat over 2,200 in Saskatchewan and Alberta as against 1,500 last season.

The inspection in Manitoba is being done by Messrs. A. P. Stevenson, A. H. D. Ross and F. W. Jacombe; in Saskatchewan by Messrs. John Caldwell and Angus Mackintosh, and in Alberta by Mr. C. Brandt. Owing to the number of new branch lines constructed during the past season and the rapidly increasing settlement, the ground which the inspectors have to cover is considerably more extended than formerly. Consequently it will be necessary to add to the staff if it is desired to continue an efficient service. The value of the inspection can hardly be overestimated, and it is practically safe to say that without it the distribution of large numbers of seedlings would be of little use. The necessity for properly preparing the ground before planting is now generally admitted, the inspectors reporting that the percentage of applicants who do not have their ground in suitable shape is decreasing each season.

PLANTING OF SCOTCH PINE IN SPRUCE WOODS RESERVE.

On the 15th May we commenced setting out an additional 17,000 two-year old Scotch pine seedlings alongside of the planting done last spring. The seedlings were set in the same manner as last season, namely, furrows four feet apart, running east and west were drawn out in the sod, and the seedlings placed in the bottom of the furrows close to the land side in order to shade them as much as possible from the sun. The soil was in splendid condition, being quite moist. Since planting there has been abundance of rain, so that the young plantation has had exceptionally good chances.

The planting of last season is extremely encouraging. After a very careful count I estimate that from 88 to 89 per cent of the young plants are alive now and should this season make a growth of six or more inches.

The two-year old plants set out in 1904, and which were alive in spring of 1905, last year made a good growth though the sod had again covered the small spots which had been dug when they were planted.

The soil where the planting was done is almost pure sand, the grass not forming such a thick sod as is found on the richer lands. It is possible that this method of planting might give good results on richer soils, but only when conifers are used. However, we would not recommend this method to the settler, as the growth would be

so extremely slow that it would be years before the trees could be of any value for shelter.

It is probable that in the future the planting operations on this reserve will be considerably increased. The lands at present are valueless, being unfit for agriculture and affording scarcely any pasturage for stock. The only use to which they can be profitably turned is the raising of wood and timber. At present there are scattered over the reserve isolated white spruce trees, some of which are very old. These will greatly aid in reforesting this tract as they produce a considerable quantity of seed. It is essential, however, to keep out the prairie fires, as the young seedlings starting in the grass are very easily destroyed.

EXHIBITS.

This season it is proposed to make a forestry exhibit at the Winnipeg Industrial Fair and also at the Brandon Fair. This exhibit will consist chiefly, as in former seasons, of specimens of native grown timber, wood grown under cultivation, boxes and pots of growing seedlings suitable for prairie planting, samples of tree seeds, pressed leaves, photographs, &c.

During recent fairs the forestry exhibit has caused considerable interest and undoubtedly does much towards the encouragement of tree planting in the west.

NURSERY WORK.

Last fall the digging of the stock for distribution commenced on the 27th of September.

The following numbers were tied up and heeled in for winter :—

Maple	1,246,000
Ash	600,500
Elm	7,625
	1,854,125
Cottonwood	150,000
	2,004,125

The cottonwoods were imported from North Dakota. All these seedlings were distributed this spring and with the addition of about 30,000 willow cuttings, brings this year's distribution up to 2,034,125.

Besides the seedlings about 200 pounds of ash seed was sent out. Last year it was difficult to obtain the maple seed. We were only able to get sufficient for our own planting. Consequently we were unable to send out any of this variety.

The area under nursery this summer is made up as follows :—

	Acres.
One year maples	11
Two year ash	9
One year ash	11
Two year elm	½
One year elm	3½
Conifers	1½
Total	36½

It is still too early in the season to form any correct estimate of the number of seedlings which will be available for distribution next spring. The stock should, however, be exceptionally good as the season so far has been particularly favourable and the growth of the seedlings very strong.

Last year owing to the impossibility of collecting elm seed, several pounds were purchased in the eastern United States. This seed came up fairly well after sowing but the seedlings were completely killed out during the winter. This shows almost conclusively that seedlings of elm grown from seed matured in the east are not hardy enough for this country. About half an acre of seedlings from native seed came through without injury.

This spring the elms in the Qu'Appelle valley bore a good crop of seed, and we were able to collect sufficient to sow 3½ acres. As this is one of our best trees for prairie planting it is unfortunate that so much difficulty is experienced in collecting the seed in certain seasons.

CONIFERS.

On page 10 of last year's report is given a list of the conifers being raised from seed on the nursery.

With the exception of 1-year seedlings of *Pinus excelsa* (Himalayan pine), which were badly killed during last winter, all the varieties have come through very well. *Pinus ponderosa* did not stand the winter as well as the others but came through fairly well and may turn out better next spring.

Seedlings of Norway spruce, balsam and white spruce were not injured in the slightest.

Scotch pine, murrayana pine, cembra pine, and pinus flexilis, have all made exceptionally strong growth.

The following numbers (approximately) of two-year old seedlings were transplanted into beds and are doing well :

Scotch pine	20,000
Pinus murrayana	10,000
Pinus divaricata	1,000
Picea pungens	30,000
Picea alba	1,500
Total	62,500

Of all the trees growing on the nursery the native larch, or tamarac, gives the greatest promise as a hardy, rapid-growing variety for general prairie planting. Our experience would show that it is an exceptionally easy tree to transplant and appears to be suitable to a great variety of soils. The seedlings planted here were obtained from the swamp in the Spruce Woods reserve. They were planted in nursery rows for two years and then set out on backsetting, absolutely without protection or shelter of any kind. The growth the first summer was about a foot. The second summer the average growth was 18 inches, many of the trees making as much as 3 feet. Of the number set out in 1904 and 1905 (approximately 6,000), we have not lost a single one from winter killing, and not 1 per cent died after transplanting. This is a much better percentage than we find in any of the native broad leaf trees. We have not yet been able to obtain seed of the native larch but hope to be able to make arrangements for the collection of some during the coming summer.

The European larch grows readily from seed. We have growing here several four-year old plants, raised on the nursery which appear perfectly hardy. They, however, are considerably damaged by rabbits each winter, which causes a deformed misshapen growth.

PERMANENT PLANTATIONS.

The plantations made in 1904 and 1905 have made most satisfactory growth. The belt on the east and part of north side, consisting of five rows—two rows maple, two rows cottonwood and one row willow—already forms a good protection to the plots

which it borders. By the fall this belt should be 10 to 12 feet high. The trees now cover the ground so thoroughly that further cultivation will not be necessary.

A three-quarter acre plantation of tamarac and spruce set out in 1904 has made exceptionally good growth. An acre of tamarac, spruce and Scotch pine set out 1905 has also done very well. The Scotch pine, which were three-year old plants imported from France, suffered a little from the strong dry winds in the spring. Several that had died were taken out and replaced by others this spring.

It would seem that when first planted, a certain amount of shelter is necessary for the Scotch pine, that is, sufficient to collect snow and keep the young plants well covered. Apparently they are not injured in the winter, but as soon as the snow goes, leaving them exposed to the winds and the effects of thawing and freezing in the spring, the needles become browned and sunburned. In some cases the plants may appear absolutely dead and most of the needles drop off; but a very large number recover and send out fresh shoots as soon as growth starts. In the plantation mentioned above, when filling the blanks this spring, some rows were not disturbed at all. If a plant appeared to be dead another was set immediately beside it. We find that a great majority of those then supposed to be dead are now growing vigorously.

This year several thousand four-year transplanted spruce and Scotch pine raised from seed in our own nurseries were available for planting. An acre of permanent belt set 3 feet apart each way, was put out on the north belt. Three acres of Scotch pine planted alone, with trees 3 feet by 3 feet apart, was set out on east belt, and another acre with two rows of pine and one of spruce, to the northeast of the house. Altogether five acres of permanent evergreen plantation, or a total of about 25,000 young plants, were put in. The trees at present appear to be in splendid condition, nearly all having sent out vigorous shoots.

The plants were set in land which last year had grown a crop of seedlings. The ground was ploughed and worked up in the fall. In the spring the rows for the trees were marked out by making shallow lines with a hoe drill, some of the teeth having been removed to make the rows the necessary distance apart. The trees were set in holes dug with spades. In this manner it took five men eight hours to set out an acre. Allowing a foreman's wage of 20 cents per hour and men's wage at 16 cents per hour, marking rows 20 cents, we find the actual cost of planting to be $6.95 per acre.

This spring plantations of the following varieties and mixtures were set out :—

No. 1. Cottonwood, 3 feet apart each way, size, 1 acre.

No. 2. Cottonwood and maple, alternate rows, 3 x 3 feet, 1 acre.

No. 3. Maple and birch, alternate rows, 3 x 4 feet, 1 acre.

No. 4. Elm and ash, alternate rows, 3 x 3 feet, ½ acre.

No. 5. Russian poplar, 1 year rooted cuttings, 4 x 4 feet, ¾ acre.

The preparation of the ground was well worked backsetting, ploughed again as deeply as possible late in the fall. The cottonwoods were set in holes made with a planting iron, the other varieties being planted in deep furrows made by the plough.

The cost of planting based on the actual time of men and team employed was as follows :—

Plantation No.	1	$ 6 05
"	2	8 70
"	3	7 20
"	4	3 60
"	5	4 40

It will be noticed that plantation No. 2 cost considerably more than any of the others; the reason for this being that the maples used were very large, averaging over 4 feet high and some 6 feet. These were picked out from two-year seedlings as they were too large for shipping. It shows the extra expense entailed in handling large trees as compared with small ones of, say 18 inches to 2 feet in height. We find too that a greater proportion die after transplanting as, owing to the larger root system, they are apt to be put too shallow.

To keep these plantations cultivated will entail an additional outlay of about $2 per acre this summer, making the original cost of planting about $9 per acre. About $2 per annum for the next two seasons will also be required, bringing the total cost of establishing plantation up to about $13 per acre.

It is intended to treat these plantations as a growing crop. As soon as the wood becomes large enough for use it will be cut. Careful records will be kept of all expenditures in connection with each plot and also of the yields. In this way it can be determined what varieties and what mixtures are likely to prove the most profitable. Judging from the present rate of growth of cottonwood it is expected that thinnings will be made about six years from now, from which it is expected to obtain wood large enough for summer fuel. As the plantation grows older the wood will become larger and consequently more valuable.

It is hoped to set out several more plantations of this character in the future if a sufficient area of land on the nursery can be spared for this purpose.

The whole of the quarter section at present at our disposal has now been brought under cultivation, excepting fifteen acres which is used as a pasture.

This summer about thirty acres have been broken and will be backset later in the season. Fourteen acres have been summer-fallowed and will be divided into plots and sown with tree seeds in the fall. Twenty-five acres are under oat crop, three under barley, and nine and a half under rye grass for hay.

Owing to the very favourable weather during this and the past two seasons everything planted on the nursery has made most satisfactory growth. The shrubs planted along the drives and bordering the lawns have done well, though a few of the more tender varieties, owing to the lack of protection during the winter and the absence of snow, have been considerably killed back. Those suffering no injury, although absolutely unprotected are: the lilacs, Tartarian honeysuckle, Siberian dogwood, Spirea billardii, Spirea Van Houtei, Spirea arguta, Caragana and Cinnalian maple. As the trees put out for shelter afford more protection it is hoped that some of the more tender kinds will prove more successful.

The lawns have greatly improved this summer and the drives, which have all been gravelled, are now in good condition, adding greatly to the general appearance of the nursery.

As you are aware, the small portion of land (17 acres), which was kindly put at the disposal of this branch, to be used for nursery purposes, by the experimental farm, will no longer be required after this season, as we are now in a position to grow all the stock required on our own nursery. In this connection I would like to point out the difficulty we are likely to experience in regard to the accommodation of the labourers. When working on the experimental farm it was possible to obtain men who could board in town as the farm is only distant from it a few minutes' walk. The nursery station is about two miles from the centre of town and at certain seasons the roads are extremely bad. Consequently it would not be possible, unless very high wages were paid, to get men living in town to work so far from their homes. In the spring and in the fall we find it necessary to employ as many as twenty or more hands. At present we have only accommodation on the nursery for boarding six or seven. In order to carry on the work at all satisfactorily it is absolutely necessary that additional accommodation be provided, and I would therefore recommend that a suitable house be erected on the grounds as soon as arrangements can be made to do so.

In other matters the nursery is now well equipped and in a position to raise from two and a half to three and a half million seedlings annually.

Owing to the fact that the report this year has been called for so early in the season it is not possible to furnish information as to the exact numbers of seedlings available for distribution next year, and as to the growth of seedlings and plantations, which are matters of considerable interest.

Your obedient servant,

NORMAN M. ROSS,

Assistant Superintendent.

APPENDIX No. 2.

REPORT OF R. D. CRAIG, F.E., INSPECTOR OF FOREST RESERVES.

OTTAWA, August 1, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit herewith the third annual report of my work carried on under your direction.

Owing to the transfer of the administration of the forest and game reserves from the Timber and Mines Branch to this branch and the extension of the forest investigation work it was necessary for me to be relieved of all duties in connection with tree planting on farms and devote my entire attention to the forest reserves.

At the time of writing my last report I had just completed a forest survey in the Turtle Mountain Forest and Game reserve and was starting a similar one in the Moose mountain reserve. This season I have placed a party under Mr. Wallin to study the forestry conditions in the Riding Mountain Forest and Game reserve which is perhaps the most important Dominion reserve at present.

I may say that the method which I have followed in conducting the forestry survey is somewhat similar to that followed by the United States forestry service, which consists in measuring with calipers at 4½ feet from the ground, all the trees in strips 2 rods wide. The distance between the strips varies with the nature of the stand ; where dense, or variable a one-eighth mile or a one-quarter mile, but where burned over or very homogeneous, one-half or one mile is sufficiently close. At the end of each one-quarter mile (or 1 acre) a description of the topography, soil, undergrowth, and general sylvicultural conditions is written on the back of the tally sheet and a new one started. Tally sheets are also changed with each change of type. From these notes and a rough sketch map we are enabled to make a map sufficiently accurate for forestry purposes. The party usually consists of four men, one who goes ahead with a hand compass and drags the chain, one caliper man on each side of the chain who measures all the trees over 3 inches diameter breast-high within 1 rod of the chain; the fourth acts as rear chainman and tallyman. The caliper men call out the number of 12-foot logs which they estimate can be cut from each tree as they give in the diameter.

In addition to the valuation survey a certain percentage of trees which appear to be average trees of each diameter class are cut down and sawn into 10-foot sections, and at each cut the rate of growth for each decade taken. In this way it is possible to determine when the tree ceased to grow at a profitable rate. We are also enabled by this means to tell how much may be harvested annually without reducing the capital stock.

Sample plots of reproduction usually ⅓₀ acre are taken here and there to determine how many young trees of each species are on the plot. The age and rate of growth of these are also taken.

The forester endeavours also to become familiar with the local economic conditions of the reserve in order that he may be able to cope with all administrative difficulties.

I spent six weeks in the Riding Mountain reserve this summer and one week in the Cooking Lake reserve, near Edmonton, and I hope before winter to be able to inspect the other reserves.

I beg to report on the condition of the reserves which I have inspected.

TURTLE MOUNTAIN FOREST AND GAME RESERVE.

The Turtle Mountain reserve covers only 69,920 acres, but being situated as it is in the midst of a treeless prairie country now thickly populated it is of considerable importance.

The hills rise above the surrounding prairie from 300 to 500 feet, and being full of lakes and sloughs act as an immense reservoir for water which supplies natural irrigation to the prairie below. Numerous streams flow down from the hills in all directions ; some of them go to form the Pembina and the Whitemud rivers, but many of them sink into the soil after leaving the forests. Approximately 15,000 acres of the reserve is under water, leaving only 55,000 acres of timber producing land.

The soil in the reserve is mostly a clay loam with a few boulders, but the configuration is so rough and so much of the area is in muskeg and sloughs that it is unsuitable for agriculture. Attempts which I saw to produce grain were failures. There is excellent pasturage, however, especially in the brûlés where the pea-vine and vetches grow in a dense mass 4 to 5 feet deep. The grass around the edges of the sloughs is very luxuriant and makes excellent hay. Small deposits of coal have been discovered in the Turtle mountains but not in large enough quantities for commercial exploitation.

No traces of conifers were found, and if they ever did grow in these hills fires have destroyed them, leaving only those species which are able to reproduce by suckers or coppice. The mature stand is now composed of Aspen (*Populus tremuloides*), 43 per cent; Balm of Gilead (*Populus balsamifera*), 14 per cent; paper birch (*Betula papyrifera*), 21 per cent; bur oak (*Quercus macrocarpa*), 9 per cent; green ash (*Fraxinus viridis*), 8 per cent; elm (*Ulmus americana*), 5 per cent, and a few scattered Manitoba maples (*Acer negundo*). There was originally a much larger proportion of oak but the demand for oak logs and posts has been so great that very little now remains.

There is an extremely dense growth of underbrush, even in fairly dense stands of timber, and this makes seedling reproduction difficult and also increases the fire danger.

The underbrush is composed chiefly of the following species, named in the order of their abundance : hazel, high-bush cranberry, various species of willows, raspberry, Saskatoon berry, rose, cherry and dogwood.

Since the advent of the settler about twenty-five years ago forest fires have been so frequent and so destructive that only 1,600 acres of timber has escaped; on 6,400 acres the timber has been partially destroyed, and the remainder is entirely devoid of large timber. There is, however, an excellent reproduction on the burned over area which, if protected, will soon form as good or better stand than the original.

Owing to the greater power of reproducing by suckers the aspen forms 69 per cent of the new growth, while the balm forms 12 per cent, birch 7 per cent, ash 6 per cent, oak 4 per cent, elm 1 per cent, maple 1 per cent.

The following table shows approximately the quantity of timber at present on the reserve :—

TIMBER on the Turtle Mountain Forest and Game Reserve.

UNBURNED AREA, 1,611 ACRES.

Species.	Trees per Acre.	Cu. ft. per Acre.	Total cords.	Saw material Ft. B. M. per acre.	Total.
Aspen	94	1,103	19,825	134	215,000
Balm	31	390	7,007	209	337,000
Birch	46	428	7,695	74	20,000
Ash	19	59	1,068	15	4,000
Oak	17	77	1,379	4	7,000
Elm	12	33	593	17	28,000
Total	219	2,090	37,567	453	731,000

PARTIALLY DESTROYED AREA, 6,371 ACRES.

Living Trees.

Species.	Trees per Acre.	Cu. ft. per Acre.	Total cords.	Saw material Ft. B. M. per acre.	Total.
Aspen	26	377	26,778	69	442,000
Balm	8	90	6,414	20	125,000
Birch	5	44	3,093	31	20,000
Ash	3	7	512		
Oak	4	32	2,290	2	13,000
Elm	2	6	434	·4	2,000
Total	48	556	39,520	122·4	602,000

Standing Dead Trees.

Aspen	19	211	15,010		
Balm	9	85	6,044		
Birch	8	68	4,828		
Ash	10	15	1,088		
Oak	5	15	1,074		
Elm	1	3	206		
Total	52	397	28,250		

About 10 cords per acre dead and down timber sound enough for fuel—63,710 cords. Total stock : 77,087 cords green fuel, 91,960 cords dry fuel. Saw material: 1,333,-000 feet B.M.

Several small saw-mills have operated in these forests, but at present only one is left and it takes only a small number of logs for a limited local trade.

The day of log buildings is past in that district so that now the main uses of the reserve are to supply fuel and fence material, to protect the watershed, to harbour game, to serve as a pleasure and health resort, and to ameliorate the climate.

Farmers living within a radius of fifty miles come to the reserve every year for their supplies of wood, and the following table shows the output in the last three years:

TIMBER taken out of Turtle Mountain Reserve under Settlers' Permits.

Year.	No. Permits.	Dry Woods.	Greenwood or for sale.	Logs.	Posts.	Roof Poles.	Rails.	Revenue.
	-		Cords.	Ft. B. M.				$ cts.
1903	198	1939	219	35,034	2400	200	75	302 42
1904	638	6691	683	14,768	4300			542 04
1905	444	4549	560	25,200	3350	1950	500	353 75
Average	427	4393	487	25,001	3350	717	192	401 07

From our measurements of the rate of growth the following table gives a conservative estimate of what may be expected from the dense stands of reproduction now one to twenty years old :—

Age.	No. Trees Per Acre.	Average Diameter Breast High.	Average Height.	Average Vol.	Yield Per Acre.
		Ins.	Ft.	Cu. Ft.	Cords.
10	4000	1·5	13·5	·1	4
20	2500	3·2	28·0	·8	22
30	1200	4·7	38·0	2·4	32
40	850	6·0	46·5	4·3	41
50	625	7·2	51·0	6·8	47
60	425	8·7	54·0	11·1	52
70	335	10·1	56·5	14·0	55
80	300	11·1	58·0	17·4	58

It will be seen that by cutting every forty years, which is a long enough rotation for fuel production, an annual cut of one cord per acre, or 55,000 cords, may be made without reducing the capital stock. This amount will supply a farming area of between two thousand and three thousand square miles with fuel and fence material, and at the low price of $1 per cord would bring an annual revenue of $55,000.

This supply of wood in the midst of a bare prairie country is of great value to the settlers and there is no reason why, if protected from fire and illegitimate cutting, there should not be sufficient timber produced on the area now reserved to supply the local demand for all time.

Cutting.—There has been a great deal of wasteful cutting in the Turtle mountains, and it is the common practice still to cut down a large tree and take only 8 to 12 feet of the butt and leave the rest to rot or burn. The stumps are, as a rule, inexcusably high ; there is no reason for having more than a 1-foot stump for poplar. Heretofore cuttings have been made wherever convenience suggested, but if the forest is to be made productive the exploitation of the timber must be done systematically and thoroughly. Three or four cutting areas in different parts of the reserve should be laid out annually and operations restricted to these. The aspen will reproduce naturally, but it is advisable that some more valuable species be planted, and this spring an experiment with Scotch pine was started which promises to be successful.

Fire.—Fire has certainly been the greatest agent of destruction in this reserve and hardly a year pases but some part of the reserve suffers from its ravages. The fires of largest proportions occurred in 1879, 1881, 1885, 1897, 1903, 1905, and again this spring fire burned over a considerable area.

The fires of 1879, 1881 and 1885 seemed not to have done much damage but left fire scars on the trees along the south side of township 1, range 19.

The first serious fire seems to have been that of 1897, which came from the Dakota side into township 1, range 21, near Boundary lake. Some say that it was caused by the Indians who, under the Dead and Down timber law, were given the dead timber and that they set fire to the forest in order to increase the supply of this dead timber. Others say that the American farmers set it in order to clear their farms. Whatever the origin, it destroyed nearly everything in township 1, ranges 20 and 21, as is shown in the accompanying map.

The fire of 1903 burned over almost the same territory as that of 1897 and killed thousands of acres of splendid reproduction, besides much timber that had escaped previously. The first start of the fire seems to be at or across the American boundary, but it is evident that it was started in several other places later with the intention of making a clean job of removing the forest so that the land would be thrown open for settlement. This fire burned all summer and any attempts that were made to put it out seem to have been futile.

In 1904 there were a couple of small fires in township 1, ranges 20 and 21, but these were prevented from spreading far.

In 1905, another burned about 6 townships in 1-21. The origin of this fire is not known, but it is thought that it was started by settlers burning the hay meadows which they lease within the reserve. The burning of hay meadows can be done before the snow is out of the woods and no damage will result, but later burning should be severely penalized. At present the greatest carelessness is shown by those holding hay leases and it may be necessary to cancel all leases in future unless they can be more strictly regulated.

This year, also, fires have been started by both Americans and Canadians, and the ranger had the utmost difficulty in preventing the burning of the entire reserve.

It is without question that the recurrence of these fires must be stopped if the forest reserve is to be maintained, and in order to accomplish this it is necessary to impress the public with the fact that the government is not going to throw the land open for settlement and that it is prepared to protect its property against wilful or negligent destruction.

The first step in this direction is the eviction of the squatters who in ov[illegible] of the government orders have settled within the reserve and are doing all in their power to rid the land of trees and to encourage other squatters. They have been immune from prosecution so long that they have grown bold in their trespass. Now that the reserves have been set aside by Act of parliament the administration will be able to act with a stronger hand.

Forest Ranger Walkinshaw is constantly employed in guarding the reserve and during the dry seasons in spring and fall is given assistance in patrolling, but owing to the lack of trails throughout a large part of the reserve and the impassability of those that have been cut it is impossible to patrol the district as it should be done, and a fire might burn for a day or more before a ranger could get at it through the fallen timber and dense undergrowth. On the accompanying map a system of trails has been laid out, the construction of which I hope will shorty be completed. This year the ranger, with the assistanee of one man, is improving the main trail through range 20, and later the others will be fixed up. It is not expensive work making trails through this country and the outlay will be quickly repaid by the facility it will give the rangers in putting out incipient fires.

The ranger has a shack on section 9, 1, 20, which is well situated in order to watch the southern side of the reserve, but there should be two or three stations along the north side, and I would advise the appointment of three fire guardians whose houses are near the northern boundary and who would in event of a fire report it to the ranger and take what immediate steps are necessary to extinguish it. These stations should be supplied with telephone communication with the ranger's shack and with Boissevain. A local telephone system is about to be established in the neighbourhood, I believe, and this service can then be easily provided.

Fire fighting tools, such as shovels, axes, hoes and pails, should be kept at each of the stations ready for use.

Fungi.—A very large percentage of the old timber and much of the younger are being destroyed by fungi, chiefly polyporus ignarious. Fire scars enable the fungus to gain access to the wood of the tree and it soon permeates the whole trunk destroying the wood. Finally it fruits by means of the dark hoof-shaped brackets so often seen on trees, and the spores attack other trees. There is no practicable method of combatting this disease except by removing diseased trees and this will be done as soon as possible by directing the settlers' cutting to affected stands.

Before the fires the Turtle mountains were very much more attractive from an aesthetic standpoint, and even yet there are many picturesque little lakes whose banks are wooded. Of these, Lake Max is becoming quite a favourite summer resort, and many people take the opportunity of a change in scenery from the bare level prairie or the dusty town for the cool and refreshing woodland scene.

There are some pickerel in the lakes but the introduction of black bass would make the resort still more popular.

The reserve has the support of the best public opinion, and if a firmer hand were used in the administration the favour of even those who now would like to see it thrown open would be won.

MOOSE MOUNTAIN FOREST AND GAME RESERVE.

Owing to the lateness of the season before we were able to start work in the Moose mountains a reconnaissance survey was all that was possible, but as the conditions were very similar to those in the Turtle mountains, and the reserve mostly covered by reproduction which had not reached a merchantable size, it was considered that it would be all that was necessary in this reserve. Where there was large timber we ran survey lines, but for the most part cruised in parties of two and measured sample areas and made occasional stem analyses.

The Moose Mountain forest and game reserve is situated in townships 9, 10, 11, ranges 2, 3, 4, 5, west of the 2nd principal meridian, in Saskatchewan, and contains 163 square miles of rough, hilly and forested land. One peculiar feature of the Moose mountain topography is that though the lakes and sloughs cover nearly one-fifth of the area there are hardly any streams flowing out of the district. There is subterranean drainage, however, which supplies the surrounding prairie with excellent water. It is said that when the wind blows from the direction of the hills the water in the wells rises quite perceptibly.

The soil is mostly a clay loam with considerable gravel. The lake shores are nearly all of clean gravel.

Where not too rough agriculture would be possible, but attempts at wheat-growing do not seem to have been very encouraging. There is splendid grazing in the reserve and many cattle range there winter and summer. The grass around the sloughs makes excellent hay and during the summer the pea-vine provides abundance of feed. In the more open places, especially along the west side, the upland grass or 'prairie wool' is cut and makes the best of hay. The cattle which are allowed to pasture in the reserve are doing considerable damage to the reproduction and one can easily tell by the appearance of the stand whether cattle are running in it or not. The trees are more scattered, many are scarred, the growth is retarded and shrubby trees like the willows predominate where grazed. It will be necessary to restrict the grazing to within harmless limits in future.

The maple, oak and elm found in the Turtle mountains are absent here, and the mature forest is composed approximately of aspen 82 per cent, balm 8 per cent, birch 9 per cent, ash 1 per cent.

Most excellent reproduction, chiefly aspen and balm, has followed the fires of 1885 and 1897, and, if protected as it has been of late, will soon reach a merchantable size. The nine-year old trees are now eight to twelve feet high, and the 19-year old twenty-five to thirty feet, and growing densely. The trees are tall, straight and clean and will make good wood.

The area covered with merchantable timber may be roughly estimated at 4,000 acres, about 80,000 covered with reproduction and the remaining 20,320 in water or prairie.

The average yield per acre is about 23·4 cords. There is therefore about 93,600 cords of green wood, and there is at least 100,000 cords of dry wood available for fuel. Of saw material there is about 4,520,000 feet, B.M., aspen; 760,000 feet, B.M., balm; 368,000 feet, B.M., birch, but this is so scattered that it is hardly available for milling.

Very little damage is being done by the cutting, and as Forest Ranger Rutherford is directing the removal of dead wood systematically the forest is being put in much better condition thereby.

The following table shows the amount of wood which the reserve supplies to the settlers, and I may say that nearly all of this wood was taken out under the free permits granted to homesteaders :—

Year.	No. Permits.	Building Logs.	Roof Poles.	Fence Rails.	Fence Posts.	Cords Fuel.
1903	1,402	74,528	7,750	27,735	7,488	5,308
1904	1,286	230,117	27,597	26,850	50,068	5,211
1905	813	128,230	20,901	15,264	22,865	3,909
Average	1,167	144,292	18,749	23,283	26,807	4,809

The surrounding country has been settled within the last few years and therefore the demand for building and fencing material has been larger than it will be after this.

Fires.—In 1885 a very serious fire, supposed to have originated from one of the numerous prairie fires, swept over almost the whole reserve and left the timber standing on only a few sections around Fish lake and some towards the northwest corner of the reserve. Even these were considerably injured by a lighter ground fire. Owing to the small number of settlers at that time, very little could be done to check the progress of the fire and it was allowed to burn itself out. Traces were found of some fire nearly every year, but no serious damage was done until 1897 when another fire ran over a large area of the same country and destroyed the reproduction which was then eleven years old.

This fire is supposed to have been set in two places in the reserve by ranchers, and the efforts to back fire, no doubt, spread the fire still more widely. The settlers fought this fire well and managed to save most of the old standing timber and also considerable of the reproduction, as is shown in the accompanying map.

In 1900 another fire destroyed a strip of reproduction about one-half mile wide, adjoining the prairie on the west side. One of the chief sources of danger to this reserve is the Canadian Pacific Railway engines which every year set numerous prairie fires along the line, and it takes the utmost vigilance of the ranger to keep them from running into the timber. Now that the land is being put under cultivation this danger will be lessened.

The devolution from forest to prairie through fire can be seen in all the stages along the edge of these mountains and the Indians tell us that the forest once extended over a large area which now through fire and grazing is a rolling prairie.

Trails.—As shown on the map a trail was built by the government almost through the mountains, in range 3, in 1900. It has been cleared of all trees for a chain wide, and if completed to the northern edge of the mountains, and one or two small bridges put in where necessary there would be sufficient travel to make the trail useful as a fire-guard and a means of patrolling the reserve. As it is now, it is growing up with dense reproduction of trees and underbrush and should be cleaned out again. One trail into the eastern end of Fish lake, one north from there to the prairie, and one from Arcola to Bennet's lake, are all the trails that are at all passable in the summer and these are very poor. It is therefore impossible for the ranger to patrol the reserve as he should.

This year we are having the road into Fish lake widened and the wet places corduroyed, and I would urge that the government road be completed, a trail made along the north side of Fish lake and west to the old Indian reserves through the centre of the Forest reserve. There are old trails running north from Bennet's lake which were passable when the water was lower and could now be altered with very little expense so as to be of service.

For the last four or five years the water has been rising in the lakes in the Moose mountains and this can, I think, be attributed largely to the growth of the trees and

the protection afforded the water by the dense young stand. Fish lake is now about 4 feet higher than formerly, and where they used to drive along the shore is now deep water the year around. The Northwest Mounted Police have rendered valuable assistance in protecting this reserve from fire and timber stealing.

There are several squatters in this reserve also, who should be removed as soon as possible. I found public opinion generally very much in favour of the forest reserve policy, and the settlers and townspeople are all anxious to have the forests protected. As a summer resort it is even more popular than the Turtle mountains, and in August there are between three and four hundred campers on Fish lake which is the largest sheet of water in the mountains. This is a beautiful lake and provides excellent fishing as well as boating and sailing facilities.

There are elk and jumping deer in the woods, and in the fall the wild duck cover the sloughs and lakes in thousands. Partridges and prairie chickens are also plentiful. The muskrats are taken out in large numbers every winter, and there is one colony of beaver near Fish lake which is being carefully protected.

These mountains are situated in the midst of one of the best wheat-growing sections of the west, and the productiveness of the surrounding prairie may be largely attributed to the shelter afforded from the wind, and the fact that the water supply is conserved by the forests in winter and supplied to the fields during the summer through underground channels.

The forests are in a most hopeful condition and with continued protection against fire, over cutting and grazing, will soon become very productive.

RIDING MOUNTAIN FOREST AND GAME RESERVE.

The Riding mountain, Duck mountain and Porcupine mountain reserves differ from the other reserves in the middle west in that they have in them considerable saw material of the more valuable species, such as spruce, larch, balsam and jack pine, which grow in stands yielding as much as 4,000,000 feet, B.M., per square mile. The deciduous trees are represented by the aspen, balm, birch, oak, ash, elm and maple. In the Riding mountains the coniferous species are found chiefly at the higher altitudes; the aspen, balm and birch grow everywhere, but the oak, ash, elm and maple are confined to the lower and chiefly north and east slopes. The spruce reaches a large size, frequently over 36 inches diameter, breast-high, and 90 feet in height. There is a large amount of water in the Riding mountains, but the drainage is much better than in the Moose and Turtle mountains and deep ravines with swift streams are more characteristic of the topography than sloughs. There are numerous lakes and most of them are quite large. A considerable area, especially near the height of land, is covered with spruce and larch muskeg, which makes travelling through the reserve almost impossible in summer.

As in the other reserves fire has done great damage to the forests and in some places, especially along the Strathclair trail, almost prairie conditions have been produced. Along the southern part of the reserve the fires have produced a park-like country where grassy glades run in betwen the bluffs of trees which have escaped the fire.

The soil is chiefly a clay loam with some boulders and shale. The shores of the lakes are usually quite gravelly and the beds of the streams filled with boulders.

Cutting.—There are at present nine timber berths, covering in all about 114 square miles in this reserve, but most of them have now been cut over and have ceased operations. The Shaw Bros., of Dauphin, are perhaps the largest operators in the reserve at present, and they are lumbering in a very careful and conservative manner. They have exercised the utmost care with fire and utilize as much of the merchantable timber as could be expected. This firm contemplates starting experiments in replanting cut-over areas next spring which is a good indication of their interest in forest conservation.

A great deal of the cutting is now being done by portable saw-mills which locate along the edge of the reserve and saw wood taken out under the settlers' permits. The settlers may cut their own logs and haul them to the mill but the usual practice is for the millman to collect the permits and take out the wood himself. This system enables the farmer to obtain building material very cheaply, but it has been greatly abused and will have to be discontinued entirely unless it can be kept in better control, for annually large amounts of timber are cut illegally and since these millmen have no interest in the forest and are entirely irresponsible the most wasteful cutting is followed. On account of the growing scarcity of the coniferous species it will be necessary to discriminate against their exploitation and favour the use of poplar which grows in abundance and reproduces readily. The cutting of green coniferous species for fuel should be prohibited entirely, but the removal of dead timber and diseased timber be encouraged. There is no reason why the reserve should not produce a good revenue without causing any hardship to the settlers who are benefited by its existence.

Since the Forestry Branch has taken charge of the reserves new regulations have been made which aim at the protection of the conifers, the removal of dead and diseased timber and the restriction of cutting areas. The portable saw-mills will also be under closer supervision.

Squatters.—Perhaps the most serious administrative difficulty in the Riding mountains is the handling of squatters, of whom there are fifty, chiefly Galicians and half-breeds. These people, though warned that they could not secure their patents, have gone into the woods and cleared little patches for their homes and in doing so have systematically set fire to the surrounding forests. Under the unstable conditions of the reserve boundaries before the passing of the Forest Reserves Bill some of the squatters did receive their patents and the success of these has encouraged the rest to persist in their trespass. The class of people who are squatting are not particular what kind of land they settle on and will never farm well or extensively. As citizens they are undesirable and have very little claim to consideration. The influx, especially of Galicians, is steady and unless severe measures are taken to rid the reserves of those at present there, and to prevent further encroachments, it is useless to attempt to protect the timber.

Game.—Moose, elk and jumping deer are very plentiful in the north and eastern part of the reserve, but towards the south where the Indians and half-breeds live there are few left since these people kill them without respect to season or sex and have practically exterminated them. There is good fishing in some of the lakes, and ducks and partridges are quite plentiful.

From a Hydrographic Standpoint this reserve is probably the most useful of the Dominion forest reserves since it is situated at the headwaters of nearly half of the tributaries of the Assiniboine river and of all the streams which water the famous Dauphin plains. The value to the surrounding agricultural districts of the wood produced on this reserve can hardly be estimated, and it is satisfactory to find that locally (except for the squatters) the maintenance of the reserve is strongly upheld, and any action to futher the protection and improvement of the forest in accordance with the object of the reserve will receive the support of the communities affected.

COOKING LAKE FOREST AND GAME RESERVE.

The Cooking Lake reserve is situated in the Beaver hills, near Edmonton. This reserve has probably suffered more from fire than any of the other reserves, and there is at present hardly a square mile of virgin timber left. The original stand was spruce, larch, aspen, balm, birch, with some jack pine and balsam. Now the conifers have almost all disappeared and only an odd old spruce or larch which has been protected by a muskeg or a hill remains to show that there was once a coniferous forest on

these hills. Reproduction of aspen and balm is coming up thickly over almost all of the reserve, but some of it has been burned over three or four times and is now beginning to lose its vigour. In these places it will be necessary to replant if the forest is to be maintained.

The country about this reserve is new and there is a great inflow of settlers, many of whom do not know good land from bad ; consequently they drop down like locusts on every bit of government land and proceed to rob it of the only asset is possesses—the timber.

The soil in the hills is almost all of a light coloured clay or gravelly, and is not fertile enough for agricultural crops even where level and free enough of muskegs and sloughs to permit cultivation. One man who was unfortunate enough to locate in these hills told me that after five years' hard work (and I could see that he had been industrious) he had not succeeded in raising enough to feed his horses. It would seem that the government would make a serious mistake to settle this poor land when there is so much excellent land available. Disappointed settlers are poor advertisements, aside from the fact that they destroy the timber which, in a very few years, when the adjacent country becomes all cleared, will be of great value to the same settlers who are now intent upon destroying it.

The boundaries might be extended to the south to include the north ½ of township 51, range 20, and the northwest ¼ of township 50, range 19.

To cope with the fire danger at all efficiently the department should appoint a special ranger to guard the reserve, as the present forest ranger has much too large an area of timber land to look after to enable him to give the attention he should to the reserve.

In view of the rapid influx of settlers to the Northwest, many of whom settle in advance of the surveys, I would strongly recommend that the forested country within reach of settlement be thoroughly explored and that all land which is not suitable for agriculture, but is capable of producing forests be set aside as permanent forest reserves, within which settlers will not be allowed to locate. It is very much easier to get rid of a squatter before he has made any improvements than after he has built a home for himself. These isolated settlers in a timbered district are the greatest menace to forest protection, as they are constantly setting fire, and it would pay the government to employ a much larger number of rangers to constantly guard the forests of the Northwest from fire and prevent settlement within them.

Adequate forest protection is possible only under the reserve system, since forestry and settlement are two irreconcilable factors in a new country.

With this object in view I would suggest that as early as possible examinations be made by this branch of the following districts ; the foothills of the Rocky mountains in Alberta, McLeod river, Lac la Biche, the sandhills north of Prince Albert, and the country around the west, north and east of Lake Winnipegosis.

Your obedient servant,

ROLAND D. CRAIG.

APPENDIX No. 3.

REPORT OF HUGO CLAUGHTON-WALLIN, F.M., ASSISTANT IN FORESTRY.

DAUPHIN, MAN., July 28, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit to you my report for the year ending June 30, 1906.

After July 1, 1905, I continued the inspection of tree plantations set out by the Forestry Branch, which I had started in the beginning of June the same year. The parts I visited were Western Manitoba and Eastern Saskatchewan. It was for me a very pleasant sight to see so many fine groves of trees scattered over the prairie forming excellent wind breaks and lending beauty to the otherwise rather dreary and monotonous landscape.

The plantations consisting generally of Manitoba maple, green ash, cottonwood, elm and willow, were mostly all in good shape, the percentage of dead trees being very small; I should estimate it at 10 per cent to 15 per cent. The farmers seemed well satisfied with the work of the department. Quite a number of them expressed a desire to receive some spruce or pine seedlings, and I would respectfully suggest that a few of these species should if possible be distributed to farmers who, by previous successful planting, had proven themselves well capable of giving the young trees the necessary attention.

At the end of October I finished the inspection and went to Indian Head, where, for two weeks, I assisted Mr. Ross, in the taking up and the heeling in of the seedlings for this spring's distribution. Altogether, two millions of trees were in this way prepared for the winter. They were all in excellent condition, being thoroughly ripened in spite of the fact that they had attained a very good growth.

After my two weeks' stay at Indian Head I returned to Ottawa, where I remained in the office until spring.

On April 5 I received notice to leave for Indian Head where the shipment of trees to the applicants was to begin. The heeled-in seedlings had survived the winter splendidly and ought to prove excellent plant material.

When through with the packing I went down to Sewell, Manitoba, to superintend the planting of Scotch pine seedlings on the Spruce Woods Forest and Game reserve. This plantation was begun two years ago and promises to be very successful. Strong, healthy-looking pines to the number of 17,000, were set out this spring in furrows ploughed 4 feet apart and the sod always thrown so that the perpendicular side of the furrow would come on the south side to shelter the young plants from the hot noon sun. The seedlings were put close to this side and about 3:5 feet apart in the row. The cost of planting these Scotch pine was about $15 per acre. I found the plantation of last year doing well, about 85 per cent living, which must be considered a very good result.

At present I am engaged in conducting a forest valuation survey of the Riding Mountain Forest and Game reserve in Manitoba.

The reserve as far as I have seen it has been well forested and is capable of supplying fuel and building material to a large number of settlers.

The chief species numerically is the aspen, and this makes excellent fuel and if sound, fairly good lumber. It is, however, being greatly damaged by a fungus disease (*Polyporus ignarious*) which threatens to spread throughout the reserve. It would be advisable to cut this diseased timber as soon as possible. The spruce is the most valuable species found on the reserve and is quite prevalent in some parts and reaches a large size, trees over 36 inches diameter, breast high, are frequently found. The other species of trees found on the reserve are larch, balsam, jack pine, balm of Gilead, white birch, elm, green ash, Manitoba maple, mountain ash, scrub oak, and several species of willow. Some large areas have been burned over, but in most places there is sufficient reproduction on the brules.

The chief source of danger to the reserve is the squatters who are encroaching on the reserve in many places, and who set fires every year in order to open up the country for settlement. The squatters are chiefly Galicians or half-breeds. If the timber on the reserve is to be protected these encroachments must be stopped.

I have at present seven foresters assisting me in the work of determining the quantity of timber on the reserve, the rate of growth of the various species and sylvicultural conditions generally.

In spite of very unfavourable weather we are making good progress and expect to complete the work by the end of September.

I have the honour to be, sir, your obedient servant,

H. CLAUGHTON-WALLIN.

APPENDIX No. 4.

REPORT OF A. P. STEVENSON, TREE PLANTING INSPECTOR.

NELSON, MAN., July 1, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit the following brief report on the work done by me under your instructions as tree planting inspector in connection with the work carried on in this province by the Forestry Branch of the Department of the Interior.

On June 13 I commenced inspection work, but up to the present have not covered very much ground. On June 15 I went to Winnipeg to meet Norman M. Ross, assistant superintendent of forestry, and arrange with him about inspection work for the season. Messrs. Craig and Wallin who, during the past two seasons, have been engaged on this work in Manitoba, not being available this year, two new men, Messrs. Ross and Jacombe of the Yale Forest School, New Haven, Conn., who had joined the Forestry Branch, arrived in Winnipeg to take up inspection work. These men accompanied me for a short time, then left to take up the work of inspection alone in various parts of the province ; Mr. A. H. D. Ross taking the main line of the Canadian Pacific Railway from Rosser west to Kirkella; also the Miniota, Lenore and Yorkton branches. Mr. Jacombe commenced work at St. Claude on the Glenboro' branch, west to Souris, the Pipestone branch, Souris to Sinclair, Deloraine to Lyleton, Souris to Estevan, Sask. My own district will be principally in the Red River valley and on the Canadian Pacific Railway, southwestern, Winnipeg to Boissevain ; Canadian Northern Railway, Morris to Elgin; also the Emerson, Ridgeville, Stonewall and Gilbert Plains branches.

The spring was an extra early one, the warm weather in the month of April brought out the buds on the trees earlier than usual, the result being rather disastrous to some varieties of ornamental trees and more especially fruit trees.

The weather continued very dry for some time with cold, frosty nights and warm days, which was very trying on the young, newly planted forest trees. But owing to the trees being well packed and arriving at their destination in fine order, where planting was done well very little injury has resulted from the dry spell. And I might further add that to the wisdom of the Forestry Branch insisting on a thorough preparation of the soil before trees are given for planting belongs a good deal of the credit for this favourable showing in tiding over a dry period. Cottonwood appears to have suffered slightly from winter killing during the past winter in some parts of the Red River valley, notably in the Sperling district. The land there is a rich black loam ; on this soil the young trees make a rapid soft growth which failing to get fully ripened up by the closing in of winter the following spring will show more or less killing back of the previous year's growth. As the trees grow older and a hardier growth is made this trouble I have no doubt will disappear. With the majority of planters the green ash is very much in favour and giving increased satisfaction every year. When planted in alternate rows with Manitoba maple and set out 4 feet by 4 feet apart the growth is about equal to that of the maple.

During the whole of the month of June there has been abundance of rain; consequently the trees as a whole are looking well and making remarkable growth.

Of the trees sent out this spring, so far as inspected I would estimate that 95 per cent of the ash are living, 85 per cent of maple, and 75 per cent of cottonwood. The Russian willow is growing in favour and is frequently inquired after for the purpose of growing a snowbreak. A snowbreak is usually planted at a distance of 40 to 50 yards out, or from the trees in the regular windbreak proper, and is composed of a single row of willows. The necessity for a snowbreak gets more apparent as the trees in the windbreak increase in size, holding large snowdrifts, the trees being liable to be broken down or seriously injured in consequence. This danger is being realized by planters, and as a result the increased interest in snowbreaks.

Your obedient servant,

A. P. STEVENSON.

APPENDIX No. 5.

REPORT OF JOHN CALDWELL, TREE PLANTING INSPECTOR.

VIRDEN, July 3, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit to you my report for 1906

The territory given to me this year is the same as for 1905, namely, the Canadian Pacific Railway main line from the Manitoba western boundary to Regina, the Kirkella line to Balcarres, and the Pipestone line from Regina back to Manitoba.

Since my last report I have assigned to farmers about a quarter of a million young trees, having found land ready or being prepared for that quantity. The average to each farmer would be about 1,800 trees. I seldom give less than 1,000 to any one man and not often over 3,000. One-half acre planted 4 by 4 feet takes about 1,500 trees, and it is very desirable that all farmers who are out on the open prairies should have

plantations north, east and west of their buildings, not too close but leaving plenty of room for a good sized barn yard. Such a plantation adds greatly to the comfort, value and cheerfulness of farm life. A few years of such work will change the whole face of the country, giving it a more homelike and prosperous appearance.

I find the farmers only too glad to avail themselves of this opportunity of getting plantations, but the inspectors can hardly be too careful in giving advice as they are so liable to make serious mistakes. One man would take 10,000 trees when he has hardly time to care for 3,000; another would plant all around the farm which would not be wise when he has no trees around his buildings; some will plant too close, some too far apart, and some too shallow. A little talk on how to plant is always in order, and how to trim roots if planting with a dibble, which is sometimes the best and quickest way, when planting one-year olds.

One great reason for the many failures in the early tree planting through Manitoba was the lack of proper instructions. There is hardly a farmer living out in the open prairie but intends to plant trees. We have a few beautiful plantations in almost every district. These are examples and an encouragement for the neighbours to do likewise.

I find a failure here and there and some only middling, but fully 75 per cent of the plantations are quite satisfactory, probably 90 per cent of all trees planted so far are growing.

This season so far has given us a heavy rainfall, and while it is good for trees it is also good for weeds, and we should be careful not to give farmers more trees than they can well care for.

The varieties of trees distributed in my district so far have been principally native maple, native ash and cottonwood from North Dakota, with a sprinkling of elm, willow and Russian poplar. The hardwood trees (ash and elm) are of slower growth than the rest, but in the end will be the best and for a plantation to be permanent it is very desirable to have 25 per cent of the trees hardwood. The Russian willow and Petrofsky Russian poplar, are also fast growers and very hardy; and it is good to have a mixture of them in all plantations. The poplars are better sent out as stout cuttings, and the willows would be safer if small cuttings were rooted one year old.

With good windbreaks farmers will be in a far better position to plant all kinds of nursery grown trees, shrubs, small and large fruits. Some large nurseries are being established in the west and these plantations will prove a benefit to them as well as to the whole country. I find every one in the towns as well as in the country speaking very favourably of this government tree planting among the farmers, and the work should certainly be vigorously carried on, especially in the newer districts where settlers are flocking in, often where the prairie is perfectly bare and never a tree to be seen. It is not hard to imagine how anxious these newcomers are for a little shade and shelter and how glad they seem to accept the government aid in the way of tree planting.

I have a good many foreigners on my list this year, and my past experience with them has been very satisfactory. Most of them are from countries where forestry receives a good deal of consideration, and they show quite a desire and love for tree planting.

I am marking quite a lot of names off the list this year as being pretty well supplied. Although it would pay farmers to plant a block of trees for fuel posts, &c., few of them care for more than shelter around their buildings, as they do not wish to spend the time, there being so much other work to do in the way of improvements. No doubt planting for fuel and timber will develop later on, and in the meantime we have probably all we can do to attend to the newer settlers.

I had the pleasure of looking over the forest nursery at Indian Head with Mr. Ross a short time ago, and was delighted with the healthy growth of the plantations. I consider the forest nursery a splendid and well managed institution. Millions of healthy, well grown young trees are growing there at a very small cost.

Your obedient servant,

JOHN CALDWELL.

APPENDIX No. 6.

REPORT OF ANGUS MacKINTOSH, TREE PLANTING INSPECTOR.

HANLEY, SASK., September 7, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour of sending you my third annual report on the tree planting done through the co-operation of the Forestry Branch and the settlers in that part of the Northwest allotted to me for inspection.

At the time of sending you, on the 20th of August, 1905, my last report I had nearly two months' work before me between the head of Last Mountain lake and Eagle creek; round Saskatoon, Rosthern and Osler; and away to the west through that newly opened up country, watered by the North Saskatchewan, from Great Bend to Lloydminster. There are quite a number of thriving shelter belts and small plantations that are a pleasure to inspect now growing in the districts that have Saskatoon, Osler and Rosthern as centres; and even out the length of Eagle creek, a district that at the time of my first visit was a solitude broken only in a few places—tree planters have been successfully at work. Out the Great Bend, Battleford and Lloydminster way also a very promising beginning has been made, and now that the Canadian Northern railway will enable settlers to get trees without having to haul them over the old trails a hundred or more miles, applicants in that quarter are sure to increase.

It is very satisfactory to find that most of the recipients of trees give them every care. Indeed one at times feels surprised that men who are still in the midst of the pressing work of making for themselves homes in a new country should be able to do so well.

Putting off applicants that have not got ground properly prepared for trees has at times to be done, and it is always necessary to give them the reasons why. They think it hard to be put off for twelve months, and it takes some talk to convince them that trees planted on well worked ground, that is, the sod well rotted, and the soil deep-ploughed and well broken up—grow as much in one year as trees on badly prepared ground grow in two, and that keeping the ground cultivated is easier.

My advice is often asked about pruning, especially by those who have sheltered belts so advanced that they need no further soil cultivation. I point out to those inquirers the necessity of keeping the leaf canopy unbroken that the shade may kill the weeds and help to keep the moisture in the soil, and that nature should be allowed to do the pruning.

This season I began inspection work on the 1st of July at Lipton on the Kirkella Railway, working westward to Strassburg; then up the east side of Last mountain, and after that across the country to the Touchwood Hills. A further list of applicants with which I was supplied by Mr. Ross covered the country on each side of the Canadian Pacific Railway from Regina to Swift Current, and also the Prince Albert Branch, and the Canadian Northern Railway from Saskatoon to Lloydminster.

The plantations I have visited are on the whole in a satisfactory state, the failures not exceeding 5 per cent. The desire for trees is spreading greatly and extends into such outlaying settlements as those north of Swift Current, 80 miles from any railway.

The young trees everywhere have come through the winter unscathed and look very vigorous.

In my last report I mentioned the satisfactory growth made by coniferous trees in the neighbourhood of Pense, and my visit this season to the plantations on Mr. Spring Rice's property was one fraught with pleasure. That gentleman's plantation of tamarac is the best I have seen in the Northwest. The trees were planted three years ago, and they now stand from 7 to 8 feet in height. They are full of vigour, of very even growth, and quite overtop the other trees with which the plantation is mixed. Standing on sloping ground facing the north, on soil that is not of great value for agricultural purposes, they promise to become highly remunerative. I may mention that on somewhat different soil and in a different situation the tamarac is making equally good growth at the Forest Nursery Station, Indian Head, affording an excellent object lesson to all who visit that place, so full of interest to lovers of trees.

I have now got the length of Hanley on the Prince Albert branch, and have two months' work before me still.

I am, sir, your obedient servant,

ANGUS MacKINTOSH.

APPENDIX No. 7.

REPORT OF A. H. D. ROSS, M.A., F.M., TREE PLANTING INSPECTOR.

NEEPAWA, MANITOBA, September 14, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—Following your instructions of June 15, 1906, I have inspected 186 of the tree shelter belts already established about the homes of settlers in Manitoba and Saskatchewan by the co-operation of the Forestry Branch of the Department of the Interior, and have examined the land prepared by 89 settlers who have asked for advice and assistance in the matter of growing trees for shelter purposes.

My territory included the plantations, and proposed plantations, that could best be reached by driving from suitable points on the main line of the Canadian Pacific Railway, from Winnipeg to Kirkella ; the Varcoe, Lenore and Miniota branches to the north of the main line, and the Yorkton branch, from Portage la Prairie, Manitoba, to Sheho, Saskatchewan. During the 55 days of actual driving the distance travelled was 2,118 miles, an average of 38·5 miles per day, and the amount paid for livery hire was $222. The average number of plantations inspected each day was only 5, and the average price paid for livery hire was 10·48 cents per mile, or 80 cents for each plantation visited. These facts show how widely scattered the plantations are, but it should be remembered that each one of them is a splendid object lesson on the possibility of growing trees on the plains.

Fourteen of the plantations inspected were started in the spring of 1902, 19 in 1903, 40 in 1904, 49 in 1905, 64 in 1906, and out of the 89 whose land I examined I have recommended 76 for trees to plant in the spring of 1907. The remaining 13 have not suitably prepared the ground for tree growth and have been advised to get it in first class condition for the spring of 1908. Thorough cultivation of the soil before planting and keep its surface frequently stirred for two or three years after planting is the key-note of the success that has been attained in the growth of trees in the prairie provinces. Where they have been properly cared for less than one per cent of them have died. As far as my observations for 1906 go, about 95 per cent of the trees set out since 1902 are alive and fully 85 per cent of them are doing well.

Your obedient servant,

A. H. D. ROSS.

APPENDIX No. 8.

REPORT OF F. W. H. JACOMBE, M.F., TREE PLANTING INSPECTOR.

YELLOW GRASS, SASK., September 8, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I received my appointment as inspector of tree plantations in the Northwest in the spring of the present year, and, as soon as I could arrange to do so, left the Yale Forest School, immediately before the close of the last term of my course, and came west to take up my duties. After some days spent in preliminary work I began my work of inspection at Elm creek, Manitoba, on June 28.

The lines first assigned to me were as follows :—

(1) Elm creek to Souris and west to Antler ; (2) Souris west to Estevan ; (3) Deloraine to Lyleton.

The work of inspecting these three lines was finished on August 24. The great majority of those called on had their trees in good shape. A few cases of failure have occurred through the applicant having undertaken the care of too many trees. Neglect of the trees was more often traceable to the building of new houses, barns, &c. Trees on rented places were seldom or never properly cared for.

The spring of 1906 was throughout southwestern Manitoba favourable to the growth of the seedlings planted, and very few of them have died; three per cent of the whole number planted would, I think, be a liberal estimate. The ash have been especially hardy.

In a number of cases complaint was made of damage by jack rabbits which eat off the tops of the trees in their first winter. The jack rabbits prefer the ash, though they sometimes attack cottonwoods. Maples are seldom, if ever, damaged by them. The changeable weather of last winter and spring resulted in the freezing back of many maples and cottonwoods. These, however, have usually grown up from the root. Insect pests were rare. The vagabond blight of the poplar was found on a number of cottonwoods.

On finishing the above lines I was asisgned (4) The 'Soo line' (from Drinkwater to North Portal) on which I am now engaged.

Along this line the spring and early summer were marked by excessive rains which on heavy soils interfered with the cultivation of the trees, and in one or two instances, in low situations, made it almost impossible to plant. The wet weather has been followed by a long and steady drought which has lasted since early in July to the present time. Growth has consequently not been as good as in more favoured places; though where the trees have been well cultivated it has been good. This section of country is, of course, much more recently settled than most of the parts of Manitoba in which I have been, and there seems to me more temptation in busy times to leave cultivation of the trees to a more convenient season.

In some sections a large proportion of the settlers have come from the western states (mainly from Minnesota, the Dakotas, Iowa and Nebraska), and these seem especially anxious to secure trees, having learned in their former homes the value of trees on the prairie.

Your obedient servant,

F. W. H. JACOMBE.

APPENDIX No. 9.

REPORT OF JAMES LEAMY, CROWN TIMBER AGENT, BRITISH COLUMBIA.

NEW WESTMINSTER, B.C., September 17, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit the following report in connection with fire guarding the timber in the railway belt within the province of British Columbia.

As you are aware, up to the present time we have had an exceedingly dry season, very little rain having fallen. Early in April last, a fire originated in the Cultus Lake district which ran over about four square miles of territory, doing considerable damage to young timber but very little harm to the large timber. This fire started at a time when least expected and made considerable headway before we could get men to work at it to prevent it spreading. However, as soon as we got the men on, they succeeded in checking it and so prevented the fire from spreading. Since April last we have had scarcely any rain and consequently I have been obliged to keep a considerable force of men constantly at work patrolling and fighting fires which have been numerous. I am pleased to be able to report that very little loss of timber has occurred within the railway belt. What fires have occurred have been caused by settlers in the clearing of their lands, by sparks from locomotives and in the upper country from lightning, in fact the majority of fires in the Upper Columbia River district can be traced to lightning.

As soon as the danger season is over I will submit a further report, giving details of each and every fire, its location, &c. I am pleased to say that rain began to fall about the sixth of the present month, and I consider the danger from further fires has been minimized considerably, but it will be necessary to watch over the various districts carefully until satisfied that all danger has passed.

In concluding this short report, I wish to add that I am of the opinion that the system of fire guarding established by you and which is carried out in the railway belt of the province of British Columbia under your supervision, has proved to be most successful ; this year we have again succeeded in preventing the loss of valuable timber which was an annual occurrence prior to the inauguration of the system now prevailing.

All of which is respectfully submitted.

I have the honour to be, sir, your obedient servant,

JAMES LEAMY,
Crown Timber Agent.

APPENDIX No. 10.

REPORT OF JOS. E. STAUFFER, FOREST RANGER IN SOUTHERN ALBERTA.

DIDSBURY, ALTA., July 9, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit my report regarding forest fire ranging in Alberta, south of the Saskatchewan river, for the year ending June 30, 1906.

During the fall of 1905 we had no fires that did any harm.

The fall of snow during the winter was very light and fires began to run in the woods early in March. The woods were exceedingly dry from the 1st of March up to the 15th of May. There was no rainfall to amount to much during that period.

During the early part of April fires were set out by unknown persons in township 32, ranges 6 and 7, west of the 5th meridian. This fire spread and burnt up the area lying between Red Deer river and James river. It burnt considerable valuable timber on timber berth 253. About the same time fires set out by Indians in township 31, range 7, west of the 5th meridian, burnt over the area lying between the Red Deer river and Fallen Timber creek. This fire, after desperate fighting by all the available men we could get, got beyond control on a very windy day, and burnt about 50 million feet on timber berth 252.

There were also several fires north and south of the Raven river which burnt over a large area, but Fire Ranger Robinson reports that there was only a small quantity of valuable timber destroyed.

I would estimate that between 75 and 90 million feet of timber was burnt by these fires.

West of the 5th meridian to the base of the Foothills there are many small blocks of timber of from 250,000 feet to a million feet, and in the northern part of my district quite a few small timber berths. The settlers are taking up homesteads adjacent to and among these blocks and timber berths, and there is continually a stream of land seekers going into these districts. This makes it very difficult for a ranger to prevent fires being set out, as with the present staff of rangers it is impossible to keep track of travellers through timbered parts. In some cases I know of settlers squatting on timber berths.

I always understood that Indians would never set out fires in the forests, but this year I was convinced that they do; for hunting purposes, in season or out, in the Banff Park and out of it. They set out fires in the spring on their fishing and hunting trips in order to draw deer later for grazing.

Your obedient servant,

JOS. E. STAUFFER,
Forest Ranger.

APPENDIX No. 11.

REPORT OF C. A. WALKINSHAW, FOREST RANGER IN THE TURTLE MOUNTAIN FOREST AND GAME RESERVE.

BOISSEVAIN, June 30, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit to you my report on Turtle Mountain Timber reserve for the past year.

Last year was a splendid year for young trees ; as there was lots of moisture and they made great growth. This year is just as good and everything in the reserve looks fine. The month of May was very dry and warm and gave us considerable trouble fighting fires coming from the American side in range 21. There were strips burned in this range, some of them nearly across the township. By hard work we succeeded in stopping the fires before they got into the green timber at the east end of the township. It seemed to me that the settlers along the international boundary on the American side were trying to burn up the reserve. I counted fifteen big fires burning about half a mile across the boundary. Fortunately the wind changed and blew them south ; otherwise all the people in Manitoba could not have saved the reserve. When all danger from the American side was over the settlers along the edge of the reserve in township 2, range 21, started fires four or five at a time that burned over sections 12, 11, 10 and 6, in township 2, and part of section 31 in township 1, range 20. Before we got it under control another fire was started on section 29, township 2, range 20, and burned along the edge of the reserve to section 33, township 1, range 20, where it got into the reserve but did very little damage, except in small strips.

I did my best to find out who set the fires on our side but failed to get evidence to convict any one although I had strong suspicion of some parties who were seen coming from the part where the fires started. I would strongly recommend that no person be allowed in the reserve after the first day of May until the first of November unless they have a permit describing their business in the reserve, and if they do not have a permit give the ranger the power to prosecute for trespass. With the assistance of one man I am building trails where necessary in the reserve. At present we are working in range 20 bridging creeks and low places. I would have been finished in this range before this but for some tremendous rains overflowing and washing away some of our work. Later I hope to do similar work in ranges 19 and 21 which will enable me to patrol the reserve more effectually.

I am, sir, your obedient servant,

C. A. WALKINSHAW,
Forest Ranger.

APPENDIX No. 12.

REPORT OF JOHN RUTHERFORD, FOREST RANGER FOR THE MOOSE MOUNTAIN TIMBER RESERVE.

CARLYLE, September 3, 1906.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to forward you the following report of affairs in Moose Mountain Timber reserve.

The growth of young timber is good and the dry wood is nearly all cleaned up now. I think with the present condition and freedom from fire we will have good success.

I have the honour to be, sir, your obedient servant,

JOHN RUTHERFORD.

DEPARTMENT OF THE INTERIOR

INTERIM REPORT

OF THE

COMMISSIONER OF THE YUKON TERRITORY

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1906

INTERIM REPORT OF THE COMMISSIONER OF THE YUKON TERRITORY.

OTTAWA, December 15, 1906.

The Hon. FRANK OLIVER,
Minister of the Interior,
Ottawa.

SIR,—In compliance with your instructions I have the honour to submit a report upon the mining operations and general conditions in the Yukon Territory during the past summer.

TRANSITION PERIOD.

In my annual report for the year ending June 30, 1906, I pointed out that the methods of placer mining in the territory were rapidly changing, and that the cruder methods of working the ground were being discontinued, and replaced by more extensive and economical ones. This change has been steadily going on every year since the discovery of the camp, but at no time has it been more marked than during the past summer. Large hydraulic plants have been in operation, and others of enormous magnitude have been started. Dredges have also been installed, and they have proven to be an unqualified success. Even the old form of prospecting by shaft sinking has been largely superseded by the use of steam churn drills. The operations of the dredges this year have confirmed the results obtained by the pioneer dredges of last year, viz., that the auriferous gravels of the Klondike district are admirably adapted to this manner of working. Indeed, the results have been so gratifying that already more dredges have been ordered from the factories than can possibly be supplied next season. The deposits of gold-bearing gravel in the Klondike which can be treated by dredging and hydraulicking are so extensive that placer gold mining there is absolutely assured to be a vast and permanent industry. During the season, Mr. R. G. McConnell, of the Geological Survey, at the head of a competent party, undertook to measure and estimate the values of these gravels near Dawson. His report, I am sure, will prove beyond doubt their great extent and richness.

The great advantage of operating claims by dredges and efficient hydraulics has become so apparent that during the past summer the owners of many of the claims on the older creeks and hills have preferred not to work their properties by the more primitive methods, but to await the installation of dredges or a large supply of water. For this reason the number of gold-yielding claims has been temporarily greatly reduced. Notwithstanding this fact, however, the output up to October 31, of this year, amounted to $5,179,948.50. Last year the output for the whole year amounted to $7,160,032.75. In view of the transition going on in the mining industry, the output for this year is quite satisfactory. On the creeks situated north and west of the Indian River divide, namely, Bonanza, Eldorado and Hunker creeks, with their tributaries, the primitive placer mining methods have almost entirely given way to modern methods, but, on the Indian River side of the divide, owing to the expense of transportation, and the generally more virgin nature of the claims, primitive placer methods, aided by a few mechanical contrivances, are still employed. This section includes Dominion, Gold Run, Eureka, Sulphur and Quartz creeks, and their tributaries. Of these latter creeks Lower Dominion has been very active during the past summer, and will be worked to its fullest extent throughout the coming winter, upwards of five hundred miners being there employed at the present time. Next year conditions will be very similar to what have prevailed this season, except for the fact that the number of dredges in operation

will be increased by those constructed this summer. During the season following that, however, the number of dredges in operation will be materially increased, and because of this, as well as of the availability of the extensive hydraulic system now being installed by The Yukon Consolidated Goldfields Company, the yield of gold should be vastly increased.

I append hereto a statement giving the number of claims worked on each creek, and the hills and benches thereof and showing the method of mining in each case.

DREDGING.

During the past summer five dredges were in operation, an increase of two over last year. The season was very favourable to that method of mining, as it opened early and closed late; the largest of the dredges being in operation for 170 days. As a rule the dredging season can be counted upon as lasting from early in May until the second week in October. The dredge belonging to the Canadian Klondike Mining Company, Ltd., was operated on the Boyle concession, situate on the Klondike river. This dredge is operated by electricity generated by means of a steam turbine. It has a capacity of 3,000 cubic yards per day, and handled during the season about 400,000 cubic yards. The cost of this dredge, placed on the ground, with the accompanying power plant was $300,000. This power plant is capable of generating sufficient power to run two more similar dredges, and it is the intention of the company to install two more upon their property next summer.

The Bonanza Basin Gold Dredging Company operated a new dredge on their river claims near the mouth of the Klondike river. This dredge is operated by steam direct. It has a theorctical capacity of 3,750 cubic yards per day, but on account of the length of the ladder and the shallowness of the ground the amount of gravel excavated amounted to only 125,000 yards. This dredge is understood to have cost, placed on the ground, $154,000.

The Lewis River Dredging Company continued to operate their claims on Bonanza creek with a dredge which they imported in 1901. The motive power of this dredge is steam direct. It has a capacity of 1,200 cubic yards per day, and excavated about 100,000 yards during the past summer. This dredge cost in the vicinity of $75,000.

The dredge belonging to the Ogilvie Dredging Company was employed during the summer for prospecting purposes on the submerged bed of the Klondike river. The motive power of this dredge is steam direct. It has a capacity of 400 cubic yards per day, and during the season handled 30,000 yards. This small dredge cost about $25,000.

The Forty-mile Dredging Company imported and assembled a large dredge during the summer in time to operate for a few days before the closing of the season. This dredge is similar to that operated by the Bonanza Basin Gold Dredging Company, and is to be operated on the submerged bed of Forty-mile river.

In addition to these dredges which were in commission, three others were imported and partially assembled during the season by the Yukon Consolidated Goldfields Company. This company's dredges are of a very large capacity, and will be ready to work their Bonanza creek claims upon the opening of next season. Another modern dredge of large type was imported late in the season and is to operate in the Forty-mile district. It also will be in readiness for next season.

HYDRAULICKING.

One of the most notable incidents in connection with mining in the Klondike during the past summer was the grouping of claims for the purpose of working them in an extensive way, and the consequent acquiring of large tracts of ground for this purpose. Foremost in these operations was the Yukon Consolidated Goldfields Company. This company acquired practically all of Bonanza creek from the town of Grand Forks down (including many of the adjoining hills), a large portion of Eldo-

rado creek, and much of Hunker creek. To operate these properties they have determined upon installing the most elaborate and modern appliances. In addition to the three dredges assembled last summer they contemplate installing many more next year. In order to work their hill and bench claims it is necessary to have a large supply of water for hydraulic purposes. The lack of this has been seriously felt in working these rich hills in the past. Last summer, as in previous summers, the mines worked by the hydraulic method could only be operated for a short period of the season. To overcome this the Yukon Consolidated Goldfields Company have started the construction of a great dam near the head of Bonanza creek which will back the water some two miles up the creek and conserve the spring freshets. The company also constructed for a similar purpose an enormous reservoir on the hill between Dawson City and the Klondike river. In addition to the supply of water derived by these means they have begun the construction of a large ditch whereby water for hydraulic purposes will be conducted to their hill-claims from the Twelve-mile river. This ditch will have a capacity of carrying 10,000 miners' inches of water and will be in the neighbourhood of fifty miles long. Of this fifty miles eleven miles will consist of steel and wood pipe, fifteen miles of flume and the rest will be ordinary ditch work. The depressions encountered along the route of this ditch will be crossed by means of inverted syphons ranging from 30 inches to 42 inches in diameter. The largest of these depressions is the Klondike Valley, where the pipe will be under a head of 1,100 feet. During the past summer five miles of this ditch were completed. In the construction of the system every modern method is employed. The ditch is being excavated by means of a number of steam-shovels, which were operated last summer at a cost of $130 per day per shovel. A saw-mill has been erected in the vicinity of the work, and all lumber used therein is sawn on the spot. During the season this amounted to about 3,000,000 feet. The company has already cleared the right of way for fifty miles to a width of thirty feet. In connection with this construction several roads were necessary for the transportation of material and supplies, and these were built by the company at its own expense. The cost of this work during the season up to September 30 last was $448,707. The work will be pushed vigorously all next season, and it is hoped that the water will be available on the Klondike hills for the season of 1908. The owners of the Matson and Doyle concession also completed during the summer a very costly dam on Adams creek for the purpose of conserving the water wherewith to hydraulic their property.

In addition to these large pieces of hydraulic work many small ditches of from one to two miles in length were constructed by other companies and by individual miners.

WATER-POWER.

The installation of dredges in the Yukon has drawn attention to the desirability, if not the necessity, of securing economical power. The supply of wood fuel for generating steam is becoming scarcer. To preserve the forests and prevent their being monopolized by speculators, the timber regulations were effectively amended early this year. The cost of coal also up to the present time, has been more than proportionately high. This condition has led those interested in dredge mining to seek the natural water-power of the country. Under the regulations adopted by order in council last spring a large number of applications have been filed for water-power. There can be no doubt but that this source of power will have to be largely adopted in order to make a success of some of the dredging projects now contemplated. During the past summer the Yukon Consolidated Goldfields Company began the construction of a large water-power plant on the Little Twelve-mile river, for the purpose of supplying power to the dredges which they have already, and will hereafter construct. The power station was nearly completed, and the transformer station is already completed. The transmission line, which is thirty miles in length, and will carry a tension of 33,000 volts, was also completed.

Up to September 30, last, $191,298 was expended in connection with the installation of this power plant. It is expected that it will be ready for use by June 15 next.

ACTIVITY IN MINING.

Another noticeable feature in the mining industry of the Klondike during the past summer was the great activity displayed by prospectors and claim-locators. The extent of this very gratifying condition can best be shown by comparing the number of claims staked during the two past years with those staked during the four months of July, August, September and October of this year. During the fiscal year ending June, 1905, there were 785 claims staked and 505 during the fiscal year of 1906. During the said four months of the present season there were 1,388 claims staked, that is to say, that during the said four months there were more claims staked than during the whole of the two preceding years. This striking evidence of the vitality of the camp can be attributed largely to the circumstances of many more claims being now workable at a profit because of improved modern methods, to the acceptable innovations incorporated in the mining laws by the Yukon Placer Mining Act passed at the last session of parliament, and to the greater feeling of contentment and confidence felt by the mining community. This great activity was reflected in the Gold Commissioner's office where for upwards of two months the staff worked every evening and had not caught up with the rush of work when I left on November 14, last.

This Yukon Placer Mining Act, as above stated, has had a very stimulating effect upon the mining industry. It gave a stability to the mining laws which formerly did not exist. Its provisions abolishing free miners' licenses, providing for the inexpensive and speedy adjustment of disputes, reducing mining litigation, preventing claim-jumping, facilitating the staking, recording and holding of claims, and guaranteeing title, have been equally acceptable to the prospector, individual miner and investing capitalist.

Under its provisions the prospector has become more active, and more discoveries have been made, and claims staked, than for years previous, while at the same time capital is pouring into the country more heavily than at any previous period in the history of the Klondike, one company alone (the Yukon Consolidated Goldfields Company) having invested during the past season in the vicinity of three million dollars, and contemplates a further investment of an equal amount next year.

QUARTZ MINING.

While in the north end of the territory placer mining has consumed nearly the entire attention of miners, in the south end, in the vicinity of Whitehorse and Conrad City, quartz mining has been the principal industry. In the immediate vicinity of Conrad City about $600,000 has been spent developing the quartz properties. The 'Venus,' 'Vault,' 'Montana' and 'Big Thing' mines have been energetically and systematically developed. In the Wheaton and Watson river districts some ore carrying exceedingly high values was discovered during the summer, and a large number of claims were staked in consequence. Sufficient work, however, has not been done in this section to warrant an opinion as to the extent of these ore-bodies. In the immediate vicinity of Whitehorse several copper properties are being developed.

The greatest amount of work on these has been done on the 'Pueblo' claim. This claim is located five miles from Whitehorse, and was worked steadily during the summer. An enormous body of copper ore has been uncovered, and there is every indication that this will prove a large and valuable mine. The changes made in the quartz mining regulations last spring, whereby miners' licenses were established and non-contributing partners forfeited their interest to those developing a mine, have proven very satisfactory.

HYDRAULIC LEASES.

During the past season a great deal of interest was taken in the action of the government with respect to the cancellation of certain hydraulic leases in the Yukon, commonly called 'concessions.' The treatment of these concessions has been the subject of much local concern for years past. They were granted for large tracts of mining land upon the strength of representations made to the government, and upon the distinct understanding that the ground included within the concessions was of too low a grade to permit of its being worked by the ordinary placer mining method, and that it could only be profitably worked by the installation of costly modern machinery, or extensive hydraulic works. This fact is evident from the correspondence which took place between the lessees of the various leases and the government, prior to the issuance of the leases. It is also made clear by the recitals and provisions contained in the leases. For instance, one of the recitals reads: 'And whereas it has been decided that it is desirable to introduce hydraulic mining into the said Yukon Territory, and that before the lessee would be warranted in making the large expenditure of money necessary to the proposed undertaking, he is entitled to have secured to him . . . . . the exclusive right of extracting . . . . . all royal or precious metals from, in, under or upon the said tract of lands.' And one of the provisions (section 4) of the leases specifically requires 'that the said lessee shall have sufficient hydraulic or other mining machinery in operation on the said demised premises within one year from the date hereof to permit of his beginning active operations for the efficient working of the rights and privileges hereby granted.'

It was unquestionably the intention in granting these large tracts of placer ground, that they should be efficiently worked on a large scale commensurate with the magnitude of the grant.

Some of these concessions, namely the 'Clendennan,' 'Miller Creek,' 'Boyle,' 'Matson and Doyle,' and 'Williams' concessions are being worked in a large way by means of extensive hydraulic plans, or costly modern machinery. The lessees of these concessions are showing an appreciation of the spirit and letter of these leases.

A number of the concessions, however, have been worked merely by ordinary placer mining methods, such as the individual miner employs upon his small claim; and this, after they were acquired upon the plea that the ground was too poor to be worked by such crude methods. In some cases these large tracts of land were tied up without even being worked in this indifferent manner, while in a few others the lessees have played the part of landlord, and, contrary to the provisions of their leases have let out parts of their concessions to individual miners to work on a percentage basis under a sub-lease or 'lay.' In all these latter cases the representations and intention which prompted the granting of the leases had not been fulfilled, and when the facts were established steps were taken to secure the cancellation of the leases, and the throwing open of the ground covered by them to ordinary location. The 'Anderson,' 'Bronson and Ray,' 'Herman,' 'Quartz Creek,' 'Ensel,' and 'Scrogie' concessions were accordingly cancelled. This ministerial action was taken as a preliminary step to having the question of the sufficiency of the lessees' compliance with their leases determined by the courts. Pending the decision of the courts the lessees have been allowed to remain in possession. In order to facilitate a settlement of the matter without prolonged litigation the lessees were notified that if they surrendered their privileges under their respective leases they would be allowed claims within their concessions ranging from three to five, according to their degree of compliance with the terms of said leases. The owners of the 'Quartz Creek' concession took advantage of this offer. The other lessees, however, have not accepted the proffered settlement, and the government has prepared and entered suits in the matter for the adjudication of the courts. These cases are now pending.

At the time this action was taken the lessees of four other concessions, namely: 'Krueger,' 'Grotschier,' 'McConnell,' and 'Croteau' concessions were notified that the work performed upon them was not considered wholly satisfactory, and that there-

after they would have to comply more strictly with the terms of their leases. Since then the 'McConnell' concession has been abandoned, and the ground comprised within it staked by individual miners.

It is now well understood in the Yukon that the holders of concessions must develop their property in the efficient manner intended and specified when they received their leases, otherwise their privileges will cease.

AGRICULTURE.

While mining is, and will always be, the great industry of the territory, I am pleased to report that during the last season more attention has been given to agriculture than formerly. During the summer sufficient ground was brought under cultivation in the vicinity of Dawson to practically supply the local demand for vegetables. Hay was also grown more extensively than in former years, and from the profitable experience this summer of those engaged in these pursuits it is probable that next year will see many others giving their attention to agriculture. Last spring homestead regulations for the Yukon were passed by order in council. Under them agricultural land can now only be acquired by actual settlement, and the conditions are so liberal to bona fide settlers that I anticipate much more land will be cultivated under their provisions.

RAIN-MAKING EXPERIMENTS.

I have referred above to the great scarcity of water experienced by hydraulic miners in the Klondike district during the summer season. So urgent has been the necessity for water for hydraulic purposes that experiments were undertaken last summer to determine if possible whether the rainfall could not be augmented by artificial means. A contract was entered into between a number of the largest mine-owners and operators in the Klondike district, the government of the Yukon Territory, and Mr. Charles M. Hatfield of Los Angeles, California, who had conducted many experiments of this nature in the arid districts of California. Under the terms of the contract if the said Hatfield produced 'a sufficient rainfall to ensure, as far as an ample rainfall would, a successful and prosperous summer in the placer-mining industry,' the fact to be determined by a board appointed by the several parties to the contract, he was to receive the sum of $10,000, of which $5,000 was to be contributed by the said mine-owners and operators, and $5,000 by the territorial government; and in the event of the said board determining that he had not been successful he was to receive the actual travelling and living expenses of himself and assistant from Los Angeles to Dawson and return. The appropriation of $5,000 by the territorial government was approved by the Yukon Council, both the elected and appointed members unanimously supporting same. Mr. Hatfield arrived in Dawson on June 5 last, and commenced his demonstrations on June 11, on a high eminence called the 'Dome,' about thirty miles from Dawson. On Hunker, Sulphur, Gold Run and Dominion creeks, the rainfall for the month of June was above the average, but on Bonanza and Eldorado it was below normal. During the early part of July there was no increase over the average of former years. Accordingly at a meeting of the aforesaid board, held at Dawson on July 23, it was decided that 'in the opinion of this committee the contract entered into on July 10, 1905, has not been carried out, and that Mr. Hatfield be notified that his contract is terminated.' A copy of this decision by the board was immediately sent to Mr. Hatfield, who thereupon desisted from further experiments. The government of the Yukon Territory paid the sum of $1,153.05 to Mr. Hatfield in full settlement of all its liability under said contract.

ROADS.

During the summer considerable work was done in connection with roads, trails and bridges throughout the territory. The existing roads were repaired and brought up to a good state of efficiency. The exceedingly high water in the spring did much damage to the roads in all parts of the territory, principally to the main trunk road out of Dawson to Bonanza and Hunker creeks, and to the road from Whitehorse to Kluane. The former road, which last spring during the said high water was impassable for several days, has been diverted in places and raised. The Miller and Glacier road, sixty-five miles in length, has been put in very good condition. The district served by this road is a most promising one, and the improvement on the road will do much towards its development. The winter road, between Dawson and Whitehorse, 330 miles long, has been put in a good state of repair at a cost of about $9,000.

The up-keep of this road is expensive, and will each year require considerable expenditure. In the Stewart river district the Duncan-Highet creek roads were thoroughly repaired at a cost of $10,000. In consequence of this work the cost of freighting to these promising creeks has been materially reduced. The gravel on Duncan creek is deep and all efforts to prospect bedrock have heretofore proven unsuccessful on account of the inrush of water in the shafts. Last summer the territorial government purchased two pumps for use in assisting miners to reach bedrock and prove the creek. These pumps are now in use on claim No. 53, and all indications point to a valuable discovery being made. A winter trail was constructed from Clear creek to Mayo. This obviates the necessity for travelling by the dangerous winter route along the Stewart river. A trail was built up Barker creek fifteen miles, and to the Black Hills creek fifteen miles, thereby giving easy access to these new creeks. These trails have already been taken advantage of by the miners and prospectors. The Sulphur creek road was extended four and a half miles. The extension of this road enables the residents of lower Dominion creek to travel to and fro from Dawson without taking the Dome road. The road down Dominion creek was extended two and a quarter miles, thereby enabling miners to get supplies to this portion of the creek, where there is now considerable mining work being done. During the summer the Klondike Mines railway was constructed from Dawson to Sulphur springs (the Dome) via Bonanza creek, a distance of about thirty miles. In order to enable the people on Sulphur, Gold Bottom, Quartz, Gold Run, Dominion and Hunker creeks to take advantage of this railway, roads were constructed from this elevated terminal point (Sulphur springs), down Sulphur, Gold Bottom and Quartz creeks. In the southern part of the territory a number of roads were built to assist in the development of the mines near Conrad City and Whitehorse. A splendid wagon road was constructed to the Pueblo mine, back of Whitehorse, over which ore is now being drawn for export. A road was built from Carcross to Conrad, thereby avoiding the necessity of using the lakes in the spring and autumn, which hitherto has been a great source of danger. A trail was constructed from Robinson, on the White Pass railway, to Watson river. This trail was at once taken advantage of by the quartz miners of that section. The road on Livingstone creek was put in first-class condition. This is a very promising creek, and last season, with a few men, produced $100,000.

The road from Whitehorse to Kluane, 140 miles, was repaired. The new roads constructed will prove of great service in opening up the territory and facilitating mining.

LEGISLATION BY COUNCIL.

The Yukon council met in the month of July and passed a number of ordinances affecting local affairs. Principal among these were:—

(*a*) An amendment to the assessment ordinance; whereby taxation by assessment upon land and trades licenses was extended to certain towns in the territory. The

towns of Whitehorse and Grand Forks have been brought under the operation of this ordinance.

(*b*) A succession duties ordinance was passed; it being framed upon the lines of the British Columbia Act, the succession dues being made identical with those in that province.

(*c*) The juries ordinance was amended so as to permit of juries being summoned in other parts of the territory besides Dawson city.

(*d*) An ordinance dealing with the preparation of voters' lists, and the conducting of elections of members to the Yukon council. This ordinance was carefully prepared by a representative committee of the council, and was passed with the concurrence of all the members.

HEALTH.

I am pleased to report that during the summer the territory has been absolutely free from any epidemic or serious diseases, this, no doubt, being due to the fact that early in the season stringent steps were taken by the territorial medical health officer at Dawson to enforce the sanitary regulations.

SOCIAL CONDITIONS.

It is also gratifying to be able to report that there have been no serious crimes committed in the territory, and that the community has maintained during the past season its enviable record for being the most law-abiding placer mining camp in the world.

BUSINESS—LABOUR.

Those engaged in mercantile pursuits have had a good season, and report business as being on a more solid basis than formerly. During the summer, the construction of the Klondike Mines railway, the assembling of dredges, the government construction of roads, and the construction of large retaining dams, and the hydraulic and power systems by the Yukon Consolidated Goldfields Company, created a demand for labour which at no time was adequately supplied. This demand for labour will be equally as great next year. The Klondike, therefore, offers a splendid field during the summer for the mechanic and unskilled labourer, as wages are high and work plentiful.

CONCLUSION.

In conclusion, I may say that during the past summer the Yukon Territory has taken on a new lease of life, there has been a complete renaissance. Happily the activity which has been so conspicuous in every branch of industrial life has been of such a nature as to assure a continued and increasing development of the territory.

I have the honour to be, sir,
Your obedient servant,

W. W. B. McINNES,
Commissioner.

STATEMENT of the number of Creek claims with adjoining hills and benches worked during the past season in the Yukon Territory, showing the method of mining employed.

Name of Creek.	Number of Creek Claims Working.	Method of Mining.	Number of Bench and Hill Claims Working.	Method of Mining.
Eldorado	13	Placer	None.	
Gay Gulch	1	"	"	
French Gulch	3	"	French Hill	Hydraulic.
Irish Gulch	None.		1 Hillside	"
Victoria Gulch	5	Placer	None.	
Adams	4	"	2 Hillsides	"
Fox Gulch	2	Hydraulic		
Monte Christo	1	Placer	1 Hillside	Placer.
Trail Gulch	1	"	3 Hill Groups	"
Lovett Gulch	None.		5 "	"
			1 "	Hydraulic.
Klondyke River	Boyle Concession	Dredge	4 "	"
	Bonanza B.G.D. Co.	"		
Bear Creek	6	4 Placer 2 Dredge	Y.C.G.F. Co	"
Mint Gulch	4	Placer	None.	
Gold Bottom	5	"	"	
Ester	1	"	"	
Independence	None.		2 Hillsides	"
No. 80 Pup	2	Hydraulic	None.	
Last Chance	6	Placer	5 Hill Groups	"
			2 "	Placer.
Dago Gulch	2	"	None.	
Henry Gulch	2	"	"	
Dominion	89	"	6	Ground sluicing.
Caribou	3	"	None.	
Gold Run	5	"	"	
Eureka	3	"	1 Bench	Hydraulic.
Sulphur	23	"	None.	Quartz.
Quartz	2	"	17	Placer.
Glacier Creek	20	"	None.	
Miller	5	2 Placer 3 Hydraulic	3 Benches	Hydraulic.
Ten Mile	Concession.	Hydraulic	Concession.	"
Duncan				Little work done.
Highet	7	Placer		
Livingstone				Considerable work done.
Bonanza	24	20 Placer 3 Dredge 1 Steamshovel	12 Benches	Placer.
Hunker	20	Placer	Williams Con	Hydraulic.
	Anderson Concession	"	6 Hillsides	Placer.

Gold Hill, Chechaco Hill, Adams Hill, American Hill, King Solomon Hill, Boulder Hill, No. 49 Hill and Bunker Hill, were extensively worked by hydraulics.

Whiskey Hill, Delhie Hill, Temperance Hill, Paradise Hill, No. 70 Pup Hill, Independence Hill, Dag Hill and No. 80 Pup Hill were extensively worked by hydraulics.

Bullion. Large group, hydraulic.
Kimberly. Few claims, hydraulic.
Kluane Creeks. About 50 claims, placer.
Walsh. Few claims, placer.
Barker " "
Black Hills Creek. Few claims, placer.

DEPARTMENT OF THE INTERIOR

REPORT

OF THE

SURVEYOR GENERAL

OF

DOMINION LANDS

FOR THE

YEAR ENDING JUNE 30

1906

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1907

No. 25*b*—1907.]

Department of the Interior,
Topographical Surveys Branch,
Ottawa, October, 1906.

The Deputy of the
Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit the following report upon the operations of the Topographical Surveys Branch for the twelve months ending June 30, 1906.

The season for making surveys being generally the summer and autumn months, it is convenient to refer to the operations by calendar years, although it involves some repetition in the successive annual reports.

SURVEYS OF 1905.

One hundred and ninety-three whole townships and two fractional townships were completely subdivided during the calendar year of 1905, while eighty-one townships were partially subdivided. There were also twenty-six whole townships and nine fractional townships completely re-surveyed, while forty-one townships were partially re-surveyed. Forty-nine survey parties were employed, forty-five being engaged on township surveys and four on other surveys. Of the parties engaged twenty-nine were paid by the day and twenty were working under contract. Five of the parties under daily pay were located in Manitoba, four in Saskatchewan, twelve in Alberta and three in British Columbia. The remaining parties worked partly in one province and partly in another. One contractor was located in Manitoba, four in Saskatchewan, fourteen in Alberta and one in the Yukon Territory. The twenty-nine parties under daily pay were distributed as follows:—

1. C. F. Aylsworth.—Re-survey in western Manitoba and eastern Saskatchewan.
2. David Beatty.—Re-surveys in northeastern Alberta.
3. P. R. A. Belanger.—Supervisor of surveys.
4. E. Bray.—Re-surveys east of Lake Manitoba.
5. L. T. Bray.—Re-surveys in southwestern Manitoba.
6. R. W. Cautley.—Block lines, northwest of Edmonton.
7. W. A. Ducker.—Outlines in southeastern Manitoba.
8. A. Driscoll.—Block lines in the Peace River district.
9. C. C. Fairchild.—Subdivision surveys north of Banff, Alberta.
10. L. E. Fontaine.—Re-surveys west of Edmonton, Alberta.
11. J. Francis.—Subdivision surveys northeast of Yorkton.
12. G. A. Grover.—Re-surveys north of Winnipeg.
13. E. W. Hubbell.—Re-surveys south of Prince Albert, Saskatchewan.
14. A. W. Johnson.—Subdivision in western British Columbia.
15. R. C. Laurie.— Re-posting, townsite of Battleford.
16. G. J. Lonergan.—Re-surveys near Red Deer, Fort Saskatchewan, Alberta.
17. J. A. Macdonell.—Exploration survey in British Columbia.
18. C. F. Miles.—Miscellaneous subdivision work in southwestern Alberta.
19. W. G. McFarlane.—Inspection of survey contracts.
20. T. S. Nash.—Inspection of survey contracts.
21. Geo. Ross.—Re-surveys and other surveys.
22. J. E. Ross.—Subdivision eastern British Columbia.
23. A. Saint Cyr.—Block lines in the Peace River district.
24. B. J. Saunders.—Block lines northwest of Edmonton.

25. H. W. Selby.—Block lines in the Peace River district.
26. J. N. Wallace.—Block lines in the Peace River district.
27. Jas. Warren.—Re-surveys south of Moosejaw, Saskatchewan.
28. M. B. Weekes.—Block outlines in northern Manitoba.
29. A. O. Wheeler.—Topographical survey in the Rocky Mountains.

Two inspectors of surveys were employed :—T. S. Nash, D.L.S., of the office staff, and Walter G. McFarlane, D.L.S. Each had a party of the usual strength for inspection, and their work extended over the whole season. Mr. McFarlane inspected the survey contracts in western and northern Alberta and Mr. Nash those in eastern Alberta, Saskatchewan and Manitoba. The number of contracts examined was 27.

The mileage surveyed in the last three years is tabulated below:—

	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	1,591	1,285	833
Section lines	10,544	24,488	25,982
Traverse	1,809	4,441	4,050
Re-survey	2,579	7,699	5,390
Total for season	16,523	37,913	36,255
Number of parties	46	80	65
Average per survey party	359	474	558

The following table shows the mileage surveyed by the parties under daily pay and that by the parties under contract:—

Work of parties under daily pay.	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	1,008	719	632
Section lines	939	235	478
Traverse	421	223	236
Re-survey	2,499	2,122	497
Total for the season	4,867	3,299	1,843
Number of parties	26	22	12
Average miles per party	187	150	154

Work of parties under contract.	1905.	1904.	1903.
	Miles.	Miles.	Miles.
Township outlines	583	566	201
Section lines	9,605	24,253	25,476
Traverse	1,388	4,218	3,808
Re-survey	80	2,809	1,793
Total for the season	11,656	31,846	31,278
Number of parties	20	57	52
Average miles per party	583	559	601

NOTE.—In the tables of mileage the parties under Messrs. Wheeler, Macdonell and Laurie are not included because of the nature of their work.

SURVEYS OF 1906.

Prior to July 1, 1906, forty-nine survey parties were engaged on township surveys and four on other surveys. Of the parties employed twenty-nine were paid by the day and twenty-four were under contract. Eight of the contracts were for the subdivision

of townships in Manitoba, three in Saskatchewan and thirteen in Alberta. The twenty-nine parties under daily pay were distributed as follows:—

1. C. F. Aylsworth.—Re-surveys northeast of Winnipeg, Man.
2. David Beatty.—Re-survey and correction north of Prince Albert and east of Battleford, Sask.
3. P. R. A. Belanger.—Re-survey near Yorkton, Sask.
4. L. T. Bray.—Subdivision in southwestern Alberta.
5. P. A. Carson.—Triangulation in the Railway Belt, British Columbia.
6. W. Christie.—Re-surveys northwest of Winnipeg, Man.
7. W. J. Deans.—Re-survey and subdivision of lands adjacent to Lake Manitoba.
8. C. C. Fairchild.—Subdivision north of Banff, Alta.
9. L. E. Fontaine.—Miscellaneous surveys in eastern Alberta and western Saskatchewan.
10. Geo. A. Grover.—Re-surveys northwest of Winnipeg, Man.
11. A. H. Hawkins.—Re-surveys and subdivision east of Coutts, Alta.
12. E. W. Hubbell.—Re-surveys northwest of Moosejaw, Sask.
13. A. W. Johnson.—Survey of southern limit of the Railway Belt, British Columbia.
14. R.C. Laurie.—Re-posting, townsite of Battleford.
15. G. J. Lonergan.—Re-surveys and other surveys near Fort Saskatchewan, Alta.
16. J. A. Macdonell.—Exploration survey in British Columbia.
17. Geo. McMillan.—Inspection of survey contracts.
18. C. F. Miles.—Re-survey and subdivision southwest of Calgary, Alta.
19. W. F. O'Hara.—Re-surveys southeast of Red Deer, Alta.
20. A. W. Ponton.—Outlines north of Athabaska Landing, Alta.
21. W. R. Reilly.—Re-surveys east of Saskatoon, Sask.
22. J. F. Richard.—Miscellaneous surveys at Cumberland and Le Pas on the Saskatchewan river.
23. J. E. Ross.—Subdivision and other surveys in the Railway Belt, British Columbia.
24. A. Saint Cyr.—Block lines in the Peace River district.
25. J. B. Saint Cyr.—Survey of settlement at Vermilion, Alta.
26. H. W. Selby.—Subdivision near Lesser Slave lake.
27. J. N. Wallace.—Block lines north of Prince Albert, Sask.
28. J. Warren.—Re-surveys south of Moosejaw, Sask.
29. A. O. Wheeler.—Topographical survey in the Rocky mountains.

DESCRIPTION OF TOWNSHIPS.

Descriptions of the townships subdivided have been compiled from the surveyors' reports received during the twelve months ending June 30, 1906; they are given as Appendix No. 44. The townships are put in order of township, range and meridian, and the descriptions are preceded by a list of all townships described.

In the reports of the last three years similar compilations have been published. Prior to 1893 such descriptions were published from time to time in separate volumes covering different portions of the country, but these volumes are now almost exhausted, and, moreover, they are out of date, the surveys of the last fifteen or twenty years not being included. Many applications coming in for descriptions of this nature, it is hoped that at some early date authority may be obtained to combine and arrange all surveyors' reports to date, and to issue revised editions. Such a publication would be of considerable service to land prospectors and others interested in western lands.

EXPLORATION IN PEACE RIVER DISTRICT.

A party under Mr. J. A. Macdonell was engaged in an exploration with the object of selecting and locating three million five hundred thousand acres of land in the

Peace River district of British Columbia, granted to the Dominion as a compensation for the lands in the Railway Belt which had been alienated prior to the transfer of the belt to the Dominion. The operations of the party were continued throughout the year. Considerable information has been gathered, but the required tract of land has not yet been finally located.

YUKON TERRITORY.

Under the supervision of the director of surveys at Dawson work was continued, though on a somewhat less extended scale than last year. The returns of survey of thirty-six group lots were received, of which a list is given in appendix No. 5. Base lines were run on Caribou creek and Lion gulch, on the right and left forks of Eureka creek, on Flat creek and Isaac's gulch and on Bullion creek. A survey was also made of the Frooks hydraulic concession on Flat creek.

SCHEME FOR WATER WORKS IN KLONDIKE DISTRICT.

Mr. W. Thibaudeau, C.E., completed an extensive survey of the Klondike region in the Yukon Territory in connection with a proposal for bringing water from the Klondike river to be used in the gold mines. From his report the scheme appears to be a practicable one.

IRRIGATION SURVEYS.

These surveys were formerly carried out by an officer of this branch, Mr. J. S. Dennis, then inspector of surveys. When Mr. Dennis was appointed deputy minister of Public Works of the Northwest Territories at Regina, it was agreed that he should remain in charge of these surveys, and that they should continue to be carried out under the direction of this Branch. Mr. J. S. Dennis was succeeded as deputy minister by Mr. John Stocks, who also took charge of these surveys. On the formation of the new provinces of Saskatchewan and Alberta, Mr. John Stocks was reappointed chief engineer of irrigation, and the irrigation office was transferred from Regina to Calgary. Mr. John Stewart, D.L.S., was subsequently appointed commissioner of irrigation in succession to Mr. Stocks. Three parties were engaged on surveys during the present season in charge of Messrs. R. J. Burley, R. M. Saunders and J. F. Hamilton. Gauge readings on a number of streams were continued as in former years; they are generally taken by residents, to whom small payments are made.

NAKIMU CAVES.

A monograph on the caves recently discovered near Glacier, B.C., known as the 'Nakimu Caves' has been prepared by Mr. A. O. Wheeler, D.L.S., accompanied by a map of the caves. This monograph is inserted as appendix No. 41. It is illustrated by photographs taken by Mr. Wheeler and by Mr. W. S. Ayres, and will serve to draw attention to a natural feature of the mountains which in the future will attract many tourists.

MANUAL OF SURVEY.

The new edition of the Manual of Instruction for the Survey of Dominion Lands, which at the time of the issue of last year's report was in the hands of the printers, has since been published and distributed to surveyors in the field and to the members of the office staff. Subsequent to the issue of this edition an order in council was passed making various changes in the rates received by survey contractors and surveyors working under daily pay. In addition to this, other amendments were required. They were all printed in booklet form and sent to all the surveyors employed by the department.

The astronomical field tables, which in the past have proved to be of very great value to surveyors in furnishing a ready and accurate means of reducing their obser-

vations, continue to be issued. A description of these tables is given in the report of 1904. Formerly each set of tables covered six successive months, but those now issued are good in some cases for two months only out of each year and for three successive years; in other cases they are good for three months out of each year and for two successive years. The reason for the change is this. The apparent motion of the pole star is in cycles, and it returns approximately to the same position from year to year, although not at the same time of the year. Its position then for a given period one year is approximately the same as its position for another period of the next year, and so on. It was found that tables when constructed for a short period of each year, but for two or three years, as the case might be, could be made to cover six months in this way with greater accuracy than six successive months for a single year. Our surveys are increasing in precision every year, and this is due in no small degree to the use of these astronomical field tables in connection with the new pattern of transit theodolite supplied by this office. The chief objection which formerly existed to taking a sufficient number of observations to produce accurate surveys was the amount of time and trouble required to make the reduction. Under present conditions, however, a very few minutes suffice for this work.

As a further aid to surveyors in taking and reducing observations on the pole star, a diagram of the altitude and azimuth of the pole star has been published since last year's report. Although the calculation required in finding the altitude of the pole star and its bearing from the tables is very simple, some surveyors prefer to have no calculation whatever: this condition is fulfilled in the abacus of the altitude and azimuth of the pole star. It is in the form of a printed card six by seven and one-half inches, showing on one side of the card the bearing and on the reverse side the altitude of the pole star. The altitude and bearing of the pole star are given by it to practically the same degree of accuracy as by the tables. The abacus covers the same periods as the astronomical field tables and accompanies them when sent to surveyors; it furnishes an excellent check on calculations made from the tables.

CORRESPONDENCE.

The correspondence consisted of:—

Letters received	8,965
Letters sent	9,452

The staff consists of one correspondence clerk, three stenographers and typewriters and two messengers.

ACCOUNTS.

The accountant's records show:—

Number of accounts dealt with	704
Amount of accounts	$599,780
Cheques forwarded	2,056

OFFICE WORK.

A list of the office staff of part of the Topographical Surveys Branch at Ottawa is given in Appendix No. 12.

A number of changes have taken place during the twelve months. In the Metcalfe street office Mr. M. J. Cullen has been appointed stenographer and typewriter. Mr. Geo. McMillan, D.L.S., is in charge of a party in the field, inspecting surveys made under contract. Mr. J. C. Baker, D.L.S., has resigned to take a survey contract. Messrs. W. E. Weld, E. E. D. Wilson, F. W. Rice and A. J. Elder are acting temporarily as assistants to surveyors. Messrs. J. C. Baker, A. A. Bailie, Geo. L. Brown, A. d'Orsonnens, H. V. Finnie and W. J. Graham have left the office. Mr. J. D. McLennan has been transferred to the Boundary Commission. Mr. A. Groulx has been transferred

to the staff of the Geographer. Mr. M. F. Cochrane has been transferred to the Railway and Swamp Lands Branch. Mr. G. B. Dodge has been granted leave of absence to make a hydrographical survey of the harbour of Prince Rupert, the terminus of the Grand Trunk Pacific Railway on the Pacific coast. Mr. P. A. Carson, D.L.S., is in charge of surveys in British Columbia. The additions to the staff during the year are: Wm. Crawford, D.L.S., A. d'Orsonnens, T. A. Davies, Captain T. E. S. Davies, Wm. Elwell, graduate School of Practical Science, G. A. Grey, M. J. Carroll, graduate School of Practical Science, E. R. Wiliams. Messrs. A. Roger and D. F. Robertson have been re-appointed to the staff.

OFFICE OF THE CHIEF DRAUGHTSMAN.

A summary of the work executed in the chief draughtsman's office is given as Appendix No. 7.

This part of the branch was arranged some three years ago in five divisions, and the same arrangement is still in force.

FIRST DIVISION—INSTRUCTIONS AND GENERAL INFORMATION.

In the first division, where a variety of miscellaneous work is carried on, instructions were prepared for the guidance of the surveyors engaged during the year, involving the compilation of 1,092 sketches of township outlines, besides other sketches and copies of plans. About 530 applications for various information as to areas, survey monuments, &c., were dealt with, 245 preliminary plans of townships were made in triplicate, and some 400 miscellaneous plans and tracings. The registers of all field books, &c., received and other records are kept in this division.

SECOND DIVISION—EXAMINATION OF SURVEYORS' RETURNS.

The second division occupies the largest number of draughtsmen. Here most of the field notes received are examined, plans being compiled from them and the accounts of the contract surveys checked. A total of 744 sets of field notes were examined during the twelve months.

It may be of interest to give a short description of the methods now employed in compiling plans.

In 1903, it was decided by the Minister that the plans of the surveys of Dominion lands instead of being made by the surveyors as formerly should be prepared by the office staff from the surveyors' field notes. There were several reasons for such a radical change; among them it may be mentioned that the great amount of work to be done in connection with the examination of returns of surveys and the issue of the township plans in that and the succeeding years required to be handled systematically. It had long been recognized that the old style township plan was lacking in much information that would be of value to those dealing with the plans, such as registrars, land agents and the various officers of the department at Ottawa. Such information as the bearings and lengths of the lines surveyed, the description of the corner monuments, &c., is more useful than the topographical features of the country, the plans being intended primarily as a record of surveyed boundaries and for reference in dealing with the lands. It was found impracticable to merely add this valuable information to the plans as then issued. The principle now adopted is that of issuing two plans, a land plan, on which is shown such information as is necessary in dealing with the land, and another plan showing features of a topographical nature, such as hills, valleys, streams, marshes, the kinds and sizes of the timber and the class of soil, which although not required for the issue of patents are nevertheless of value for the purpose of general information. But the office staff not being numerically strong enough to meet the demand even for the land plans alone, the topographical plans have not yet been commenced.

The new plans, however, do not overlook the topographical features altogether, as while the small details are omitted there are still shown the larger valleys and hills, all the rivers, streams and all the lakes of sufficient size to materially affect the value of the quarter sections in which they are situated. The areas, instead of being shown for each quarter-section only as formerly, are given in legal subdivisions to the nearest tenth of an acre where the quarter-section is broken by a body of water.

On the plans formerly issued, bush, water and swamps were represented by colours; this required that each plan should go through the press several times, once for each colour, which occupied much time and caused delays in the issue. By the system adopted one printing is all that is usually needed, the plans can be printed much more expeditiously and delays avoided. Printing in colours will be limited to the topographical plans.

As a result, the legal tariff of fees charged by the department for printed copies of township plans fixed by the order in council of April 12, 1880, at fifty cents per copy, was reduced by order in council of November 4, 1905, to ten cents per copy, which it is estimated will fully cover the cost of printing.

The colours, while they served a useful purpose and perhaps made the plans look more attractive, did not give much definite information. For instance, a green wash was used for bush, but there was no way of indicating whether the bush was composed of valuable timber or of a small growth of trees; the colours also being generally given along the surveyed lines only, and the interior of the sections left uncoloured, the plans were apt to mislead persons not familiar with them. The kinds and sizes of timber are indicated in a general way by a note on each plan. A great gain in uniformity has been attained by the plans being prepared in the office from the surveyors' notes. Another advantage of the new system is the speed with which plans can be issued. With the almost phenomenal increase in immigration to the Northwest during the last few years, the number of townships that have been surveyed is greatly in excess of the number surveyed in any other like period of time, with the exception perhaps of the years 1882, 1883 and 1884, when the Canadian Pacific Railway was being constructed. It would have been an almost impossible task to have issued township plans as they were wanted by the system then in use. By the present system the greater part of the land is open for entry almost as soon as the survey is made. The surveyors are instructed to report, at least once every month, the progress of their work, and to send in sketches of the lines surveyed with their bearings and lengths, distinguishing quarter-sections made fractional by water from the full quarter-sections. On receipt of these sketches, if the proper information is given and no mistakes in the survey are noticed, a preliminary plan is issued to the land agent in whose district the township is situated, and entry can be granted for the unbroken or full quarters. In the case of the fractional quarter-sections, entry is not granted until the issue of the final plan showing the correct areas.

One great cause of delay in the issue of the final plans still exists, and probably will never be overcome; that is the difficulty of communication between the head office and the surveyors. It is a very rare occurrence that the field notes of a survey are absolutely correct when received from the surveyor; clerical errors, omissions and discrepancies are nearly always found, and it is necessary to ask for further information, sometimes more than once, before the plan can be issued. If, as is often the case, the surveyor is fifty or one hundred miles from the nearest post office, a great deal of time elapses before replies can be received. This correspondence with the surveyor has been greatly reduced, however, since the plans are made in the office, the requests for further information now being in reference to the field notes only, instead of as formerly to the plan and field notes.

The introduction of this system required a large increase in the office staff as well as the adoption of new methods and processes; the latter have gradually been improved until a workable system of handling the returns has been evolved. The work has been to a great extent specialized, each clerk having his own particular work to do, which

he learns to do expeditiously. Uniformity of examination has also been reached to an extent which was not attained under the former system.

After a field book has been received and entered in the register, it is given a cursory examination, noting whether or not all the information required has been entered therein, whether the instructions have been followed, and in a general way whether the notes are acceptable. If any serious errors or omissions are discovered, the book is returned at once to the surveyor for correction; if not, the book is accepted and the examination is proceeded with. The astronomical observations are then checked and the information necessary to plot the plan is collected. Any former surveys made in the township and those adjoining have to be looked up, and all field notes and plans relating thereto procured from the Records Office. These consist of outline and subdivision surveys, railway right-of-way surveys, traverse surveys, surveys of Indian and other reserves, and of trails, lots and mineral locations. All plots of rivers and lakes, if not already made on the scale used in plotting the township plan, have to be reduced or enlarged, as the case may be, to the proper scale. This is done by photography; the outline of the lake or river traversed can then be traced directly to the township plan without going through the tedious process of replotting. An exhaustive examination of the field notes is then made, a rough plan being compiled at the same time. This includes checking the account, which in an ordinary township means adding up the chainage and classifying it under the different rates of payment for 250 to 300 items, checking over all triangulations and traverse surveys; entering the necessary information on the rough plans, calculating the areas of the full quarter sections, dividing the broken quarter sections up into legal subdivisions and calculating their areas, comparing the closings and corner monuments with those of adjoining surveys and preparing a memorandum of omissions, clerical errors and discrepancies to be sent to the surveyor with a request for explanations or further information. On receipt of his reply, the corrections which he indicates are made in his notes in red ink and the plans amended accordingly.

When the rough plan has been completed and checked, it is handed over to the draughtsmen who prepare finished plans and who form a distinct division of the office. They are not necessarily conversant with the details of the survey work, as the examiners must be.

The progress of the work in connection with the field notes and plans in this and other divisions is kept track of by means of slips attached to the books or plans. Each separate set of notes is given a 'job number' and as the slip passes from one man to another the dates and number of hours each was engaged are entered on it, forming a complete record from the receipt of the field notes to the issue of the printed plan. These slips show that many of the jobs pass through as many as twenty hands from first to last.

THIRD DIVISION—DRAWING FOR REPRODUCTION.

The third division of the draughting staff is engaged chiefly in drawing plans for reproduction by photo-zincography or lithography. Four hundred and forty-four township plans and eight plans of settlements or townsites, in addition to thirty-five other plans of various descriptions were completed during the year.

The method of preparing township plans for printing is that outlined in the annual report of the Surveyor General for 1905. All distances, bearings, areas and corner markings are stamped on the plans by means of type stamps. During the past year an effort has been made to have all the remaining work required on township plans done in the same manner. The great difficulty is to secure suitable styles of type, those in use for ordinary printing being, as a rule, not suitable for plans. However, type has been procured suitable for stamping names of lakes, rivers, railroads, &c., but for some of the work none has yet been obtained. It is also very difficult to stamp lettering which lies on a curve. Such work is being done at present in the old way by our more expert draughtsmen, though the aim in view is to have everything done by type.

The plans of townships in British Columbia, owing to the mountainous character of the country, are usually quite complicated and irregular. These plans are the most difficult to prepare, and take up much more time than plans of prairie townships. It is necessary to carefully arrange all the details so as to have everything clear and unmistakable, giving each feature its proper prominence, and at the same time endeavouring to produce the most pleasing effect as a whole.

The work has been systematized so that at present each man has one particular line and no man turns out a complete plan. Each doing his own special part, the plan passes from one to the other until each line of work has been performed on it, making a complete plan ready for printing. The result of this system has been a saving in time, and also uniformity in the appearance of the finished plans. Four additional stamping outfits have been procured during the year and two more are being made. A small press capable of printing titles, notes, &c., has also been procured; for the work required, it is a great convenience.

FOURTH DIVISION—BRITISH COLUMBIA SURVEYS.

Another part of the office staff (the fourth division) looks after the surveys in the Railway Belt, British Columbia. The nature of these surveys being peculiar on account of the character of the country, and the earlier provincial surveys largely affecting the subdivision of the Dominion lands, it is found convenient to have men who deal with British Columbia work exclusively and become familiar with the many details which complicate it. Ninety-four books of field notes were examined, the methods pursued being very similar to those employed in the second division, and the rough plans when completed being sent on to be copied in the third division.

Two hundred and forty-seven miscellaneous plans and traeings were made, and two hundred and seventy applications for various information dealt with.

FIFTH DIVISION—MAPPING.

The remaining draughtsmen, the fifth division, compile and draw any maps that may be required. These consist chiefly of the 'sectional sheets' which are plotted on a scale of two miles to an inch and kept up to date from the township plans and any other material available. As soon as, from new surveys or other information, it seems necessary, a revised plan on tracing cloth is made and handed to the photographer, who reduces it to the scale of three miles to an inch on which these maps are lithographed. Another edition on a six-mile scale is issued for office use by further reduction, the small maps being found very convenient for many purposes. Twenty-one sheets were issued during the year on both scales. The sectional maps are confined to that part of the country in which subdivision surveys have been made.

Besides the usual routine work of adding new surveys, railways, post offices, &c., and preparing the maps for new editions, extra work was caused by changes in the outlines of the sheets east of the second meridian. As mentioned in last year's report, it was found advisable to alter the scheme of numbering the sheets so as to cover on a uniform plan the whole extent of country in which Dominion lands are situated. The distance from east to west between the initial meridians of the system of survey is uniform (four degrees of longitude), except in the case of the meridian first established, which was run from a point about ten miles west of Pembina, without any reference to longitude, because the location was a convenient one for making the survey of the line. Two sectional sheets cover the space between any two adjoining meridians from the second meridian westerly, but as there are four ranges more between the first (the principal) meridian and the second, this space was mapped on three sheets of which one covered only a few ranges. The size of the sheets is now being made uniform throughout. This necessitated the re-drawing of the Lake of the Woods sheet and Cross Lake sheet and a new tracing of the Winnipeg sheet.

Pincer Creek and Kamloops sheets also had to be re-drawn because the originals were worn out by the numerous corrections and changes made on them; a new tracing of Lytton sheet was made for the same reason.

New blank forms suitable for all sectional maps between the 17th and 25th base lines were drawn, and are now being copied on stones by the lithographers.

These new forms are necessary on account of the extension of the surveys northward, the greater convergence of the meridians in the higher latitudes increasing the 'jogs' on the correction lines to such an extent that the diagrams in use for districts further south become unsuitable.

Apart from the sectional maps, a diagram of the Rocky Mountains triangulation with tables of angles and distances was drawn for photo-lithography; also a map of the semi-arid area of Alberta, and a series of diagrams showing the rainfall in different places for a number of years.

A list of the sectional sheets issued since the last report is given in Appendix No. 8.

ARREARS OF WORK.

The volume of business in this part of the branch is so large that it is found impossible to keep it up to date with the present staff, and even the most essential part of the work cannot be handled with the promptness that is desirable.

The delay in closing surveyors' accounts and in furnishing final plans of newly surveyed townships and of re-surveys, is a cause of frequent complaint. Many of the old plans which are out of print require re-compiling and printing, but we have been unable to prepare any during two or three years past. It is also very desirable that the series of topographical plans previously mentioned should be proceeded with. The surveyors' field notes contain a large amount of information as to lakes, ponds and swamps, hills and ridges, limits of tracts covered by bush and scrub, nature of timber and classification of the soil in respect to its value for agriculture, which is not at present readily available to the public, or even to officers of the department, being necessarily omitted from the land plans. Any attempt to place these details on one set of plans, in addition to those required for dealing with the lands, would result in so overcrowding the plans as to render them indistinct.

Some of the delay in issuing plans is unavoidable, and some is caused by circumstances exterior to the office and largely beyond our control, such, for instance, as surveyors failing to send in their field notes within a reasonable time, or to supply the additional information needed for plotting. Much of the delay would be avoided if the office staff were stronger, but the most serious cause of weakness is the constant changing of the personnel of the office. From January 1, 1905, to date, no less than forty-four draughtsmen left for one reason or another; some resigned to take employment elsewhere, others were transferred to different branches of the department. The result is that the staff is composed chiefly of men with very little experience and imperfectly acquainted with the business of the office. Effective administration under such conditions is an impossibility. It is most desirable that the staff should be increased to a number commensurate with the amount of work to be done, and that after men have been trained to our business and are conversant with it, we should be allowed to retain them. To show how far behind the office work is, it may be mentioned that the plans of about five hundred townships of which surveys have been completed or in which re-surveys have been made, remain unissued; new issues of the plans of about eight hundred townships are also needed but cannot be prepared by the present staff.

PHOTOGRAPHIC OFFICE.

In the photographic office there is a large increase in the work executed over that of last year, the total number of negatives and prints being eight thousand eight hundred and twenty-six against four thousand seven hundred and forty-six last year. The increase is chiefly in the number of silver prints, five thousand one hundred and

twenty-four, as compared with nine hundred and sixty-six last year; many of these prints were for the Forestry Branch.

In the wet plate and photo-zincography department the township plans are reduced by photography from a scale of thirty chains to the inch to a scale of forty chains to the inch. Each plan is photographed on a 16-inch x 18-inch wet plate negative and printed on an 18-inch x 20-inch sheet of zinc. The process of photo-zincography, introduced in 1903 and 1904, and described in my report for 1904, has proved a success and is far superior to the old method of photo-lithography. It is more economical and the quality of the work is better. In less than one hour a township plan can be photographed, printed on zinc and transferred to the power press, a stage which could be reached under the old system only after four or five hours work, and frequently more when the weather conditions were unfavourable.

Sectional maps on a scale of two miles to the inch are reduced for publication to a scale of three miles. They are photographed in two sections on 18-inch x 20-inch wet plate negatives; they are then impressed on zinc and transferred in the lithographic office to large stones for printing. It is hoped in a short time to print these from the zinc plates direct. Another issue of the sectional maps is reduced by photography to a scale of six miles to the inch, and printed from zinc for office use.

In addition to the above are the traverses of lakes and rivers furnished by the surveyors with their field notes; these have to be reduced to the thirty chains scale. The average number pinned on the camera board is fifteen. They are first greatly reduced, after which the negative is placed in the enlarging camera and adjusted to the proper size. The image is thrown on bromide paper and when developed, washed and dried, is used for plotting out the township plans.

The work for the Geological Survey consists principally of photographing sections of maps for the purpose of enlarging or reducing the scales, a great help and saving of time to the draughtsmen.

On several occasions lantern slides transparencies were made for the Forestry Branch for use in illustrated lectures abroad and at home.

A schedule of the work executed is given as Appendix No. 10.

The staff is the same as at the date of the last report, namely one photographer in charge, one photo-lithographer and photo-engraver, three photographers and two assistants. A large part of their work is in direct connection with the preparation of township and other plans, reducing plans to proper scale for compiling and photographing for reproduction on zinc or stone the plans furnished by the draughtsmen.

LITHOGRAPHIC OFFICE.

Work was continued in the lithographic office on the same lines as last year. There has been some increase in the number of maps and forms printed and a decrease in the number of township plans.

No change was made in the staff, which consists of one foreman, one transferer, one power press printer, one lithographer, one stone polisher and one apprentice.

VISIT TO SOUTHAMPTON.

The methods and processes for the preparation and reproduction of plans outlined above were, to a large extent, adopted from those in use at the Ordnance Survey, Southampton, as described in their publications. This is the largest map-making establishment in the world; it is under the direction of specialists of great ability, and everything pertaining to map-making has been brought there to a high degree of perfection. Owing to the enormous increase in the number of plans issued by this office, their mode of production has assumed considerable importance and it is most desirable that the latest improvements should be introduced in our practice. I was accordingly authorized to visit the Ordnance Survey in order to become acquainted with the details of the organization and mode of execution of their work, which in technical matters of this

kind, cannot be fully understood from printed descriptions. The High Commissioner, Lord Strathcona, was kind enough to introduce me to Colonel R. C. Hellard, R.E., Director General of the Ordnance Survey, by whom I was received with the utmost courtesy. I was shown over the whole establishment by Colonel S. C. M. Grant, C.M.G., R.E., in charge of the Publication Branch, and Capt. W. J. Johnston, R.E., in charge of the Trigonometrical Branch; they spared no pains to show and explain everything in connection with their work. Advantage was taken of my presence in London to visit the establishments where the surveying instruments supplied to our surveyors are made. I had conferences with the makers and discussion with their men, which resulted in marked improvements in the patterns of our instruments. At the request of the Minister of Inland Revenue, I called at the International Bureau of Weights and Measures to obtain information respecting the organization and work of the bureau.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The regular meeting of the board was held as directed by clause 101 of the Dominion Lands Act, on the second Monday in February, 1906, and following days. Special meetings were held from December 12 to 16, 1905, on April 20, on May 1, and from May 7 to 16, 1906.

The regular examinations were held during the February meeting at Ottawa, Toronto, Regina and Edmonton. Professor Stewart, D.T.S., of the School of Practical Science, presided at the examination in Toronto, F. J. Robinson, D.L.S., in Regina, and J. N. Wallace D.L.S., in Edmonton, the two latter gentlemen having been appointed as special examiners by an order in council, dated February 10, 1906.

Twenty-five candidates successfully passed the 'Preliminary Examination for Admission as Articled Pupil' as follows:—

A. H. Arens, Orillia, Ont.
D. D. Cairnes, Ottawa, Ont.
W. M. Carthew, Edmonton, Alta.
A. L. Cumming, Ottawa, Ont.
E. Flexman, Edmonton, Alta.
P. W. Greene, Orillia, Ont.
R. M. Hannon, Edmonton, Alta.
E. Harrison, Belleville, Ont.
B. F. Mitchell, Hamilton, Ont.
G. L. Rainboth, Aylmer, Que.
F. W. Rice, Ottawa, Ont.
H. F. Routly, Cambray, Ont
C. Ryley, Ottawa, Ont.
S. N. Hill, Ottawa, Ont.
P. N. Johnson, Edmonton, Alta.
G. R. Jones, Brantford, Ont.
A. E. Jupp, Toronto, Ont.
F. Lambert, Ottawa, Ont.
N. C. Mackinnon, Red Deer, Alta.
W. L. MacIlquham, Ottawa, Ont.
J. F. Menzies, Staples, Ont.
W. A. Scott, Galt, Ont.
W. N. Stewart, Hamilton, Ont.
P. B. Street, Toronto, Ont.
W. M. Treadgold, Ottawa, Ont.

Nineteen candidates passed the 'Final Examination for Admission as a Dominion Land Surveyor,' as follows:—

J. C. Baker, Vermilion, Alta.
E. R. Bingham, Toronto, Ont.
P. A. Carson, Ottawa, Ont.
W. Christie, Chesley, Ont.
F. F. Clarke, Deer Park, Ont
T. A. Davies, Ottawa, Ont.
J. S. Dobie, Regina, Sask.
A. H. Hawkins, Listowel, Ont.
F. D. Henderson, Ottawa, Ont.
A. J. Latornell, Meaford, Ont.
F. H. Mackie, Ottawa, Ont.
G. McMillan, Ottawa, Ont.
H. J. McAuslan, Heathcote, Ont.
H. L. Seymour, Ottawa, Ont.
J. D. Shepley, Leamington, Ont
C. C. Smith, Ottawa, Ont.
A. G. Stacey, Ottawa, Ont
C. M. Teasdale, Concord, Ont.
W. M. Tobey, Ottawa, Ont.

Bonds for the sum of one thousand dollars each, as required by clause 115 of the Dominion Lands Act, were received from seventeen candidates who had previously passed the necessary examinations for commissions as Dominion land surveyors.

Sixteen commissions to Dominion land surveyors were issued.

Every Dominion land surveyor is required by clause 125 of the Dominion Lands Act to be in possession of a subsidiary standard of length furnished by the secretary

of the board of examiners. Eleven such standards were issued during the year. A list of surveyors who have been furnished with standard measures up to June 30, 1906, will be found in Appendix No. 4.

The correspondence of the board amounted to:—

Letters, &c., received	627
Letters sent	564

The examination papers used at the regular examination in February, 1906, and at a special examination in May, 1906, are submitted as Appendix No. 43.

APPENDICES.

The following documents are appended:—

No. 1.—Schedule of surveyors employed ,and work executed by them, from July 1, 1905, to December 31, 1905.

No. 2.—Schedule of surveyors employed and work executed by them, from January 1, 1906, to June 30, 1906.

No. 3.—Schedule showing for each surveyor employed during 1905, the number of miles surveyed of township subdivision lines, township outlines, traverses of lakes and rivers, and re-survey; also cost of the same.

No. 4.—List of Dominion land surveyors who have been supplied with standard measures.

No. 5.—List of lots in the Yukon Territory of which surveys have been confirmed during the year ending June 30, 1906.

No. 6.—List of miscellaneous surveys in the Yukon Territory of which returns have been received during the year ending June 30, 1906.

No. 7.—Statement of work executed in the office of the Chief Draughtsman.

No. 8.—List of sectional maps revised and reprinted from July 1, 1905, to July 1, 1906, on three-mile and six-mile scales.

No. 9.—Statement of work performed in the survey record office for the twelve months ending June 30, 1906.

No. 10.—Statement of work executed in the photographic office during the twelve months ending June 30, 1906.

No. 11.—Statement of work executed in the lithographic office during the twelve months ending June 30, 1906.

No. 12.—Names and duties of employees of the Topographical Surveys Branch at Ottawa.

No. 13.—Report of C. F. Aylsworth, D.L.S.

No. 14.—Report of D. Beatty, D.L.S.

No. 15.—Report of P. R. A. Belanger, D.L.S.

No. 16.—Report of E. Bray, D.L.S.

No. 17.—Report of L. T. Bray, D.L.S.

No. 18.—Report of R. W. Cautley, D.L.S.; Survey of Sixteenth Base.

No. 19.—Report of R. W. Cautley, D.L.S.; Survey of Thirteenth Base.

No. 20.—Report of W. A. Ducker, D.L.S.

No. 21.—Report of A. Driscoll, D.L.S.

No. 22.—Report of C. C. Fairchild, D.L.S.

No. 23.—Report of L. E. Fontaine, D.L.S.

No. 24.—Report of G. A. Grover, D.L.S.

No. 25.—Report of E. W. Hubbell, D.L.S.

No. 26.—Report of A. W. Johnson, D.L.S.
No. 27.—Report of G. J. Lonergan, D.L.S.
No. 28.—Report of C. F. Miles, D.L.S.
No. 29.—Report of W. G. McFarlane, D.L.S.
No. 30.—Report of T. S. Nash, D.L.S.
No. 31.—Report of Geo. Ross, D.L.S.
No. 32.—Report of J. E. Ross, D.L.S.
No. 33.—Report of A. Saint Cyr, D.L.S., for 1905.
No. 34.—Interim Report of A. Saint Cyr, D.L.S., for 1906.
No. 35.—Report of B. J. Saunders, D.L.S.
No. 36.—Report of H. W. Selby, D.L.S.
No. 37.—Report of J. N. Wallace, D.L.S.
No. 38.—Report of James Warren, D.L.S.
No. 39.—Report of M. B. Weekes, D.L.S.
No. 40.—Report of A. O. Wheeler, D.L.S.
No. 41.—Report on the Nakimu caves, by A. O. Wheeler, D.L.S.
No. 42.—Report of W. Thibaudeau, C.E.
No. 43.—Examination papers of the Board of Examiners of Dominion Land Surveyors.
No. 44.—Descriptions of surveyed townships submitted by Dominion Land Surveyors during the year ending June 30, 1906.

I have the honour to be, sir,
Your obedient servant,

E. DEVILLE,
Surveyor General.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE of Surveyors employed and work executed by them from July 1 to December 31, 1905.

Surveyor.	Address.	Description of Work.
Aylsworth, C. F.	Madoc, Ont.	Retracement in township 24, range 28; township 28, range 32; township 20, range 33; townships 27 and 29, range 33, all west of the principal meridian; and townships 27 and 29, range 1; township 27, range 2; township 20, range 5, and township 31, range 6, all west of the second meridian. Survey of Doukhobor village in township 31, range 6, west of the second meridian.
Beatty, D.	Parry Sound, Ont.	Retracement in townships 49, 50, 51, 52 and 53, ranges 1 and 2; and townships 52 and 53, range 3, all west of the fourth meridian. Traverse in township 55, range 4, west of the fourth meridian.
Bélanger, P. R. A.	Ottawa, Ont.	Retracement of east boundary of section 4 in township 19, range 24, west of the second meridian.
Bray, E.	Oakville, Ont.	Retracement in township 17, range 1; township 18, range 2; townships 19 and 20, ranges 3, 4, and 5; and township 20, range 6, all west of the principal meridian.
Bray, L. T.	Amherstburg, Ont.	Retracement in townships 15 and 16, range 16; townships 18, ranges 21 and 22; townships 10, ranges 31 and 32, all west of the principal meridian. Traverse of the Assiniboine river in sections 2, 10 and 11, township 11, range 21, west of the principal meridian.
Côté, J. L.	Pakan, Alta.	Contract No. 13 of 1905. Subdivision of township 61, ranges 15 and 16 west of the fourth meridian.
Deans, W. J.	Brandon, Man.	Contract No. 8 of 1905. Subdivision of townships 31 and 32, range 2; townships 31, 32 and 33, range 3; townships 33 and 34, ranges 4, 5, and 6; township 35, range 6, all west of the fourth meridian.
Driscoll, A.	Edmonton, Alta.	Survey of 17th base across ranges 8 to 18 inclusive, and part of range 19.
Edwards, Geo.	Ottawa, Ont.	Contract No. 10 of 1905. Subdivision of townships 33, 34 and 35, ranges 10, 11, 12 and 13, all west of the fourth meridian.
Fairchild, C. C.	Brantford, Ont.	Subdivision in township 24, ranges 8, 9 and 10, and township 25, range 10, all west of the fifth meridian.
Fawcett, Thos.	Niagara Falls, Ont.	Contract No. 11 of 1905. Subdivision of township 26, range 8, and township 37, ranges 9, 10 and 11, all west of the second meridian.
Fontaine, L. E.	Lévis, Que.	Retracement in township 52, ranges 2 and 3, and township 53, range 3, all west of the fifth meridian.
Francis, J.	Poplar Point, Man.	Subdivision in township 37, range 29; township 38, range 30, west of the principal meridian.
Grover, Geo. A.	Kingston, Ont.	Retracement in townships 18 and 19, range 1, and townships 19 and 20, range 2, all west of the principal meridian.
Hopkins, M. W.	Edmonton, Alta.	Contract No. 15 of 1905. Subdivision of townships 61 and 62, range 11, west of the fourth meridian, and townships 58 to 64, inclusive, range 12, west of the fourth meridian.
Hubbell, E. W.	Ottawa, Ont.	Retracement in township 22, ranges 6 and 7, west of the third meridian; and townships 18 and 20, range 17; townships 40 and 45, range 21, and township 45, ranges 22 and 24, all west of the second meridian.
Johnson, A. W.	Kamloops, B. C.	Subdivision in townships 7 to 11, inclusive, range 22; townships 4, 5, 6, 8, 9, 10, 11, 12 and 13, range 23; township 15, range 25; townships 15, 16 and 17, range 27; township 18, range 28, all west of the sixth meridian; townships 15 and 20, East Coast meridian, and township 39, west of the coast meridian.
Knight, R. H.	Bruce Mines, Ont.	Contract No. 9 of 1905. Subdivision of townships 33, 34 and 35, ranges 7, 8 and 9; township 36, ranges 9 aud 10; and township 42, range 10, all west of the fourth meridian.
Laurie, R. C.	Battleford, Sask.	Reposting townsite of Battleford.
Lemoine, C. E.	Beaulieu, Que.	Contract No. 4 of 1905. Subdivision of townships 27 to 32, inclusive, in ranges 6 and 7, west of the fourth meridian.
Lonergan, G. J.	Buckingham, Que.	Retracement in township 49, range 21; township 51, range 22; township 34, range 26; townships 35, 37 and 38, range 28, all west of the fourth meridian, and township 39, range 1, west of the fifth meridian.
MacLennan, A. L.	Toronto, Ont.	Contract No. 18 of 1905. Subdivision of townships 49, ranges 15 and 16, west of the second meridian.
McFarlane, W. G.	Toronto, Ont.	Inspection of surveys, 1905, western section.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE of Surveyors employed and work executed by them from July 1 to December 31, 1905.—*Continued.*

Surveyor.	Address.	Description of Work.
McGrandle, H.	Huntsville, Ont.	Contract No. 3 of 1905. Subdivision of townships 27 to 32, inclusive, ranges 4 and 5, west of the fourth meridian, and north outline of township 26, range 4, west of the fourth meridian.
Macdonell, J. A.	Winnipeg, Man.	Exploration survey of three and a half million acres, grant to the Dominion Government "in that portion of the Peace river district of British Columbia lying east of the Rocky Mountains and adjoining the Northwest Territories of Canada." Plan of parts of the Peace and Northpine rivers received.
Michaud, A.	Edmonton, Alta.	Contract No. 17 of 1905. Subdivision of townships 53, ranges 8 and 9, west of the fifth meridian.
Miles, C. F.	Ottawa, Ont.	Traverses in township 5, range 27; and townships 2 and 3, range 28, west of the fourth meridian, and in township 17, range 2, west of the fifth meridian. Re-survey in township 9, range 27, west of the fourth meridian. Subdivision in townships 1, ranges 27 and 28; townships 1, 2 and 3, range 29, west of the fourth meridian; township 15, range 1; townships 10, 11, 13 and 16, range 2; townships 6 and 7, range 3, and township 7, range 4, all west of the fifth meridian.
Molloy, J.	Winnipeg, Man.	Contract No. 16 of 1905. Subdivision of townships 5, 6, and 8, range 9; townships 5, ranges 10 and 11; townships 1 to 5, inclusive, range 12; township 1, range 13, and township 2, range 14, all east of the principal meridian. Traverse of Roseau river in southwest quarter of section 12, township 3, range 4, east of the principal meridian.
Nash, T. S.	Ottawa, Ont.	Inspection of surveys, 1905, Western Central section.
O'Hara, W. F.	Ottawa, Ont.	Contract No. 6 of 1905. Subdivision of townships 27 to 32, inclusive, ranges 10 and 11, west of the fourth meridian.
Parsons, J. L. R.	Toronto, Ont.	Contract No. 1 of 1905. Subdivision of townships 3 and 4, ranges 17 and 18; township 5, range 19; townships 5 and 6, ranges 20 and 21; townships 5, 6, 7 and 8, ranges 22, 23 and 24; townships 6, 7 and 8, ranges 25 and 26, all west of the second meridian.
Ponton, A. W.	Macleod, Alta.	Contract No. 7 of 1905. Subdivision of townships 27 to 32, inclusive, ranges 12 and 13, west of the fourth meridian; and township 12, range 13, west of the third meridian.
Proudfoot, H. B.	Toronto, Ont.	Contract No. 2 of 1905. Subdivision of townships 27 and 28, ranges 12 and 13, west of the third meridian; townships 27, 28, 29 and 30, ranges 2 and 3; township 28, range 4, all west of the fourth meridian.
Rinfret, R.	Edmonton, Alta.	Contract No. 5 of 1905. Subdivision of townships 27 to 32, inclusive, in ranges 8 and 9, west of the fourth meridian.
Rinfret, R.	Edmonton, Alta.	Contract No. 19 of 1905. Subdivision of townships 54, 55 and 56, range 6, west of the fifth meridian.
Ross, Geo.	Welland, Ont.	Subdivision in townships 38 and 41, range 18; township 40, range 20; and townships 40 and 41, ranges 23 and 24, west of the second meridian. Township 36, range 12; township 33, range 13; townships 36 and 44, range 14; townships 36 and 40, range 15, and township 43, range 23. Traverse in township 43, range 26, all west of the third meridian. Retracement in townships 31 and 32, ranges 24 and 25; township 32, range 26; township 39, range 28; townships 31 and 32, range 29, all west of the second meridian; and township 39, range 26; township 35, range 27, west of the third meridian.
Ross, Jos. E.	Kamloops, B. C.	Subdivision in townships 23, 24 and 25, range 20; townships 23, 24 and 26, range 21; township 24, range 22, all west of the fifth meridian; township 23, range 4; township 26, range 7; townships 21, 22 and 23, range 8; townships 20 and 21, range 9; township 22, ranges 10 and 11; township 19, ranges 14, 15, 16 and 17; and township 20, range 16, all west of the sixth meridian.
Roy, Geo. P.	Quebec, Que.	Contract No. 12 of 1905. Subdivision of townships 59 and 60, range 27, west of the fourth meridian, and townships 59 and 60, range 1, west of the fifth meridian.
Saint Cyr, A.	Ottawa, Ont.	Survey of 19th base across ranges 25 and 26, west of the fifth meridian. The sixth meridian across townships 61, 62, 63 and 64. The 17th base along ranges 22 to 27, inclusive, and 16th base across range 27, all west of the fifth meridian.
Selby, H. W.	Toronto, Ont.	Survey of Shaftsbury Settlement, Alta. Survey of 5th meridian along townships 73, 74, 75 and 76. The 20th base across ranges 1 to 26, inclusive, west of the fifth meridian.

SESSIONAL PAPER No. 25b

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE of Surveyors employed and work executed by them from July 1 to December 31, 1905.—*Continued.*

Surveyor.	Address.	Description of Work.
Thibaudeau, W.....	Hamilton, Ont.....	Exploration survey in connection with water conduit system in the Yukon Territory.
Tyrrell, J. W.....	Hamilton, Ont.....	Contract No. 14 of 1905. Subdivision of townships 59, 60, 61 and 62, range 13, west of the fourth meridian; township 61, east outline of townships 63 and 64, range 14, west of the fourth meridian.
Wallace, J. N.....	Calgary, Alta.....	Survey of 18th base across ranges 4 to 18, inclusive, west of the 5th meridian.
Warren, Jas.....	Walkerton, Ont.....	Retracement in townships 4, 5 and 10, range 25; township 10, range 26; townships 10, 11 and 12, range 27; township 6, range 28; townships 4 and 5, range 29, all west of the second meridian.
Wheeler, A. O.....	Calgary, Alta.....	Topographer of the Department of the Interior in the Rocky mountains; from Field in the Rocky mountains to Beavermouth near Donald in the Selkirk mountains.

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE of Surveyors employed, and work executed by them from January 1, 1906 to June 30, 1906.

Surveyor.	Address.	Description of Work.
Aylsworth, C. F.	Madoc, Ont.	Re-survey of townships in Eastern Manitoba. No returns.
Baker, J. C.	Vermilion, Alta.	Contract No. 14 of 1906. No returns
Bélanger, P. R. A.	Ottawa, Ont.	Re-surveys near Yorkton, Saskatchewan.
Beatty, D.	Parry Sound, Ont.	Re-survey of townships north of Prince Albert and east of Battleford. No returns.
Bolton, L.	Listowel, Ont.	Contract No. 3 of 1906. No returns.
Bourgeault, A.	St. Jean Port Joli, P. Q.	Contract No. 11 of 1906. No returns.
Bray, L. T.	Amherstburg, Ont.	Re-survey of township 11, range 22, west of the fourth meridian.
Carson, P. A.	Ottawa, Ont.	Triangulation in the Railway belt, B. C. No returns.
Cautley, R. H.	Edmonton, Alta.	Contract No. 16 of 1906. No returns.
Christie, Wm.	Chesley, Ont.	Re-survey of township 19, range 3, west of the principal meridian.
Deans, W. J.	Brandon, Man.	Re-survey of township 18, range 5, and township 19, range 6, and part of township 19, range 5, west of the principal meridian.
Driscoll, A.	Edmonton, Alta.	Contract No. 1 of 1906. Subdivision of part of township 50, range 6, west of the fifth meridian.
Drummond, T.	Montreal, P. Q.	Contract No. 17 of 1906. No returns.
Dumais, P. T. C.	Hull, P. Q.	Contract No. 9 of 1906. No returns.
Edwards, Geo.	Ponoka, Alta.	Contract No. 13 of 1906. No returns.
Fairchild, C. C.	Brantford, Ont.	Subdivision of townships north of Banff, Alta. No returns.
Fawcett, Thos.	Niagara Falls, Ont.	Contract No. 20 of 1906. Subdivision of township 56, range 4, west of the fifth meridian.
Fontaine, L. E.	Levis, P. Q.	Re-surveys in Central Alberta. No returns.
Grover, G. A.	Kingston, Ont.	Retracement survey of part of townships 19 and 20, range 1, and township 20, range 2, west of the principal meridian.
Hawkins, A. H.	Listowel, Ont.	Re-surveys in Southern Alberta. No returns.
Holcroft, H. S.	Toronto, Ont.	Contract No. 10 of 1906. Subdivision of township 8, range 10, east of the principal meridian.
Hopkins, M. W.	Edmonton, Alta.	Contract No. 23 of 1906. Survey of North outline of township 58, range 10 west of the fourth meridian.
Hubbell, E.W.	Ottawa, Ont.	Re-surveys in townships 21, ranges 5, 6, and 7 and townships 22, ranges 4 and 5, west of the third meridian.
Johnson, A. W.	Kamloops, B.C.	Retracement and traverse in township 5, range 26, west of the sixth meridian and survey of lots 225 and 226, Group 2 in township 19, east of the Coast meridian, also field notes of the re-survey of the townsite of Hope, B.C.
Knight, R. H.	Bruce Mines, Ont.	Contract No. 21 of 1906. No returns.
Laurie, R. C.	Battleford, Sask.	Re-posting, townsite of Battleford.
Lonergan, G. J.	Buckingham, P.Q.	Re-surveys in township 56, range 24, west of the fourth meridian, also sketch shewing work done in the new townsite of Fort Saskatchewan.
Lemoine, C. E.	Beaulieu, P.Q.	Contract No. 20 of 1905. Subdivision of townships 55, 56 and 57, range 8, west of the fifth meridian.
Macdonell, J. A.	Winnipeg, Man.	Exploration survey of three and a half million acres grant to the Dominion Government "on that portion of the Peace River district of British Columbia lying east of the Rocky Mountains and adjoining the Northwest Territories of Canada." Plan of parts of the Peace and Northpine rivers received.
Michaud, A.	Edmonton, Alta.	Contract No. 19 of 1906. No returns.
Miles, C. F.	Ottawa, Ont.	Subdivision in township 18, range 3, west of the fifth meridian and sketch shewing the Bow River in township 21, range 27, west of the fourth meridian.
Molloy, J.	Winnipeg, Man.	Contract No. 7 of 1906. Subdivision in township 15, range 12, and township 14, range 11, east of the principal meridian.
Molloy, J.	Winnipeg, Man.	Contract No. 2 of 1906. Subdivision of township 14, range 12 and portions of townships 13, ranges 12 and 13 and township 14, range 13, east of the principal meridian.
Montgomery, R. H.	Ottawa, Ont.	Contract No. 12 of 1906. Subdivision of township 50, range 24, west of the second meridian.
McMillan, Geo.	Ottawa, Ont.	Inspector of Survey Contracts.
McFarlane, W. G.	Toronto, Ont.	Contract No. 5 of 1906. No returns.
McFee, A.	Innisfail, Alta.	Contract No. 22 of 1906. Traverse of Little Red Deer river in township 35, range 2, west of the fifth meridian.
McGrandle, H.	Huntsville, Ont.	Contract No. 18 of 1906. No returns.
O'Hara W. F.	Ottawa, Ont.	Correction and retracement surveys southeast of Red Deer, Alta. No returns.

SESSIONAL PAPER No. 25b

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE of Surveyors employed and work executed by them from January 1, 1906, to June 30, 1906.—*Continued.*

Surveyor.	Address.	Description of Work.
Parsons, J. L. R	Toronto, Ont	Contract No. 6 of 1906. Subdivision of township 9, range 9, east of the principal meridian.
Ponton, A. W	Macleod, Alta	Survey of east boundary of townships 65, 66, 67 and 68, range 13, west of the fourth meridian and survey of the eighteenth base line across ranges 13 to 20 inclusive west of the fourth meridian.
Reilly, W. R	Regina, Sask	Re-surveys south of Prince Albert, Sask. No returns.
Richard, J. F	Ste. Anne de la Pocatière, P.Q	Settlement survey at Cumberland House and at Le Pas.
Rinfret, R	Edmonton, Alta	Contract No. 19 of 1905. Subdivision of townships 54, 55 and 56, range 6, west of the fifth meridian.
Roy, G. P	Quebec, P.Q	Contract No. 15 of 1906. No returns.
Ross, Jos. E	Kamloops, B.C	Subdivision in townships 18, ranges 24 and 25; townships 19, ranges 16 and 17 and township 20, range 24; traverse in township 18, range 24, all west of the sixth meridian, also field notes of the Grass Roots' Mineral Claim, lot 1496.
Saint Cyr, A	Ottawa, Ont	Survey of the eighteenth base line across ranges 20, 21 and 22, west of the fifth meridian.
Saint Cyr, J. B	Ste. Anne de la Pérade, P.Q	Survey of the Settlement of Vermilion, Alta. on the Peace river. No returns.
Selby, H. W	Toronto, Ont	Subdivision of townships 76 and 77, range 14, west of the fifth meridian.
Tyrrell, J. W	Hamilton, Ont	Contract No. 4 of 1906. No returns.
Wallace, J. N	Calgary, Alta	Survey of the fourteenth base line across ranges 24, 25, 26, 27 and 28, west of the second meridian.
Warren, Jas	Walkerton, Ont	Re-surveys south of Moosejaw, and north of Maple Creek, Sask. No returns.
Wheeler, A. O	Calgary, Alta	Topographer of the Department of the Interior, surveys from Field in the Rocky Mountains to Beaver Mouth near Donald in the Selkirk Mountains.

APPENDIX No. 3 TO THE REPORT OF THE SURVEYOR-GENERAL.

SCHEDULE showing for each Surveyor employed during 1905, the number of miles surveyed of township sub-division lines, township outlines, traverses of lakes and rivers and re-survey; also cost of the same.

Surveyor.	Miles of Subdivision.	Miles of Outlines.	Miles of Traverse.	Miles of Re-survey.	Total Mileage.	Total cost.	Cost per mile.	By Day Work or by Contract.
						$ cts.	$ cts.	
Aylsworth, C. F.				253.	253.	7,589 00	30 00	Day.
Beatty, David				352.	352.	4,564 00	12 96	"
(a)Belanger, P. R. A.						2,661 00		"
Bray, E.				292.	292.	4,088 00	14 00	"
Bray, L. T.			7.	387.	394.	5,457 00	13 85	"
Cautley, R. W.		162.			162.	14,361 00	88 65	"
Côté, J. L.	242.	50.			292.	9,408 48	32 22	Contract.
Deans, W. J.	568.		38.		606.	4,418 50	7 29	"
Driscoll, A.		111.20			111.20	8,200 69	73 75	Day.
Ducker, W. A.		84.			84.	2,761 65	32 88	"
Edwards, Geo.	567.		96.		663.	4,666 00	7 04	Contract.
Fairchild, C. C.	130.		39.		169..	7,955 00	47 07	Day.
Fawcett, Thos.	163.		27.	80.	270.	7,308 00	27 07	Contract.
Fontaine, L. E.	100.		90.		190.	8,125 00	42 76	Day.
Francis, J.	11.				11.	335 40	30 49	"
Grover, G. A.				400.	400.	6,055 00	15 14	"
Hopkins, M. W.	517.11	66.	248.27		831.38	19,010 59	22 87	Contract.
Hubbell, E. W.			6.	411.	417.	8,169 00	19 59	Day.
Johnson, A. W.	117.		58.	5.	180.	8,625 00	47 92	"
Knight, R. H.	588.		100.		688.	5,773 40	8 39	Contract.
Lemoine, C. E.	696.33	108.	39.69		844.02	10,175 81	12 06	"
Lonergan, G. J.	353.	76.	73.		502.	8,435 00	16 80	Day.
Miles, C. F.	155.	11.	38.	61.	265.	7,835 00	29 57	"
Michaud, A.	189.79	26.	32.39		248.18	6,745 87	27 18	Contract.
Molloy, John	568.		1.		569.	16,348 36	28 74	"
(b)McFarlane, W. G.						5,620 00		Day.
McGrandle, Hugh	575.				575.	4,177 00	7 26	Contract.
MacLennan, A. L.	256.	35.	37.		328.	9,125 59	27 82	"
(b)Nash, T. S.						6,301 00		Day.
O'Hara, W. F.	581.		35.		616.	4,576 00	7 43	Contract.
Ponton, A. W.	732.	24.	2.		758.	5,593 40	7 38	"
Parsons, J. L. R.	1,646.	129.	162.		1,937.	15,172 00	7 83	Contract.
Proudfoot, H. B.	568.	13.	44.		625.	4,470 14	7 15	"
Rinfret, R.	694.	34.	31.		759.	8,789 63	11 58	"
Ross, Geo.			60.	330.	390.	5,955 00	15 27	Day.
Ross, J. E.	73.		50.	8.	131.	8,207 00	62 65	"
Roy, Geo. P.	224.	40.	113.		377.	11,097 84	29 44	Contract.
Saint Cyr, A.		102.			102.	9,412 56	92 28	Day.
Saunders, B. J.		118.70			118.70	12,602 26	106 17	"
Selby, H. W.		176			176.	13,059 00	74 20	"
(c)Thibaudeau, W.			315.		315.	11,039 00	35 04	Contract.

Tyrrell, J. W.	229.77	58.	66.93	.....	354.70	8,317 61	23 45	"
Wallace, J. N.	.....	118.	.....	.....	118.	13,606 00	115 30	Day.
Warren, Jas.	.....	.....	67.6	510.	577.60	4,794 00	8 30	"
Weekes, M. B.	.....	49.	.....	.....	49.	3,804 00	77 63	"
	10,544.	1,590.	1,876.88	3089.	17,100.78	354,790.18	20 75	

(*a*) Supervisor of surveys.
(*b*) Inspector of contract surveys.
(*c*) Traverse with levels.

Total cost	$354,790.18
Total mileage	17,100.78
Cost per mile	20.75

APPENDIX No. 4 TO THE REPORT OF THE SURVEYOR-GENERAL.

LIST of Dominion Land Surveyors who have been supplied with Standard Measures.

Name.	Address.	Date of Appointment.	Remarks.
Austin, G. F.	Dewdney, Alta.	April 14, '72.	
Aylen, J.	Aylmer, Que.	May 29, '85.	
Aylsworth, C. F.	Madoc, Ont.	" 17, '86.	
Baker, J. C.	Vermilion, Alta.	" 18, '06.	
Barwell, C. S. W.	Dawson, Yukon Territory.	Aug. 21, '94.	
Bayne, G. A.	Winnipeg, Man.	April 14, '72.	
Beatty, D.	Parry Sound, Ont.	" 14, '72.	
Beatty, W.	Delta, Ont.	" 14, '72.	
Belanger, P. R. A.	Ottawa, Ont.	May 17, '80.	Surveys Staff Dept. of Interior.
Belleau, J. A.	"	" 15, '83.	" "
Bigger, C. A.	"	March 30, '82.	Astronomer, Dept. of Interior.
Bolton, L.	Listowel, Ont.	April 14, '72.	
Boswell, E.J.	Winnipeg, Man.	Feb. 18, '03.	
Bourgeault, A.	St. Jean Port Joli, Que.	March 29, '83.	
Bourgault, C. E.	" "	Feb. 21, '88.	
Bourget, C. A.	Ste. Adelaide de Pabos, Que.	May 14, '84.	
Bowman, H. J.	Berlin, Ont.	Feb. 16, '88.	
Brabazon, A.J.	Ottawa, Ont.	May 12, '82.	
Bray, S.	"	Nov. 14, '83.	Dept. of Indian Affairs.
Bray, E.	Oakville, Ont.	April 14, '72.	
Bray, L. T.	Amherstburg, Ont.	Feb. 18, '03.	
Bridgeland, M. P.	Calgary, Alta.	Mar. 10, '05.	
Brodie, S.	Fort Qu'Appelle, Sask.	April 14, '72.	
Brownlee, J. H.	Victoria, B.C.	" 15, '87.	
Burke, W.	Minnedosa, Man.	" 14, '72.	
Burnet, H.	Victoria, B.C.	June 22, '85.	
Burwell, H. M.	Vancouver, B.C.	Feb. 17, '87.	
Carbert, J. A.	Lacombe, Alta.	May 12, '80.	
Carpenter, H. S.	Regina, Sask.	Feb. 20, '01.	Dept. of Public Works for Saskatchewan.
Carroll, C.	Prince Albert, Sask.	April 14, '72.	
Cautley, R. H.	Edmonton, Alta.	May 1, '05.	
Cautley, R. W.	"	Sept. 2, '96.	
Cavana, A.G.	Orillia, Ont.	Nov. 16, '76.	
Charlesworth, L. C.	Regina, Sask.	Feb. 27, '03.	
Christie, W.	Chesley, Ont.	Mar. 22, '06.	
Cleveland, E. A.	Vancouver, B.C.	June 27, '99.	
Côté, J. A.	Quebec, Que.	May 14, '84.	
Côté, J. L.	Edmonton, Alta.	Mar. 21, '90.	
Cotton, A. F.	New Westminster, B.C.	May 11, '80.	
Craig, J.D.	Ottawa, Ont.	Feb. 24, '02.	
Cummings, J. G.	Calgary, Alta.	" 17, '04.	
Dalton, J. J.	Weston, Ont.	April 17, '79.	Dominion Topographical Surveyor.
Deans, W. J.	Brandon, Man.	May 13, '86.	
Dennis, J. S.	Calgary, Alta.	Nov. 19, '77.	Dominion Topographical Surveyor, Inspector of Irrigation and British Columbia Land Commissioner, C. P.R.
Denny, H. C.	"	April 1, '82.	
Desmeules, J. C.	Murray Bay, Que.	" 14, '72.	
Dickson, H. G.	Whitehorse, Yukon Territory.	May 19, '89.	
Dickson, J.	Fenelon Falls, Ont.	April 14, '72.	
Dobie, J. S.	Regina, Sask.	Mar. 15, '06.	Dept. of Public Works for Saskatchewan.
Doupe, J.	Winnipeg, Man.	April 14, '72.	
Doupe, J. L.	"	Oct. 6, '88.	Asst. Land Commissioner, C.P.R.
Drewry, W. S.	Victoria, B.C.	Nov. 14, '83.	
Driscoll, A.	Edmonton, Alta.	Feb. 23, '87.	
Drummond, T.	Montreal, Que.	June 24, '78.	Dominion Topographical Surveyor.
DuBerger, C. C.	Waterloo, Que.	Nov. 17, '81.	
Ducker, W. A.	Winnipeg, Man.	Mar. 30, '83.	Swamp Land Commissioner.
Dumais, P. T. C.	Hull, Que.	" 29, '82.	
Edwards, Geo.	Ponoka, Alta.	April 14, '72.	
Ellacott, C. H.	Regina, Sask.	Feb. 22, '99.	
Fairchild, C. C.	Brantford, Ont.	" 20, '01.	
Farncomb, A. E.	Red Deer, Alta.	Mar. 12, '02.	
Fawcett, T.	Niagara Falls, Ont.	Nov. 18, '76.	Dominion Topographical Surveyor.
Fawcett, A.	Gravenhurst, Ont.	Feb. 22, '93.	
Fontaine, L. E.	Lévis, Que.	Aug. 13, '92.	
Foster, F. L.	Toronto, Ont.	" 14, '72.	
Francis, J.	Poplar Point, Man.	June 17, '75.	
Garden, J.F.	Vancouver, B.C.	May 13, '80.	
Garden, G. H.	Lethbridge, Alta.	April 14, '72.	
Garden, C.	Winnipeg, Man.	" 14, '72.	
Gauvreau, L. P.	Quebec, Que.	" 14, '72.	
Gibbon, J.	Dawson, Yukon Territory.	Feb. 12, '91.	
Gordon, M. L.	Toronto, Ont.	" 18, '04.	
Gordon, R. J.	Stirling, Alta.	Mar. 12, '02.	
Gore, T. S.	Victoria, B.C.	April 19, '79.	

SESSIONAL PAPER No. 25b

APPENDIX No. 4 TO THE REPORT OF THE SURVEYOR GENERAL.—*Con.*

List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Appointment.	Remarks.
Green, T. D.	Dawson, Yukon Territory	May 19, '84	
Grover, G. A.	Kingston, Ont.	Feb. 18, '04	
Harris, J. W.	Winnipeg, Man.	April 14, '72	City Surveyor, Winnipeg.
Harvey, C.	Indian Head, Sask.	Feb. 17, '04	
Hawkins, A. H.	Listowel, Ont.	Mar. 6, '06	
Henderson, W.	Chilliwack, B.C.	Nov. 17, '83	
Holcroft, H. S.	Toronto, Ont.	Feb. 18, '03	
Hopkins, M. W.	Edmonton, Alta.	" 20, '01	
Hubbell, E. W.	Ottawa, Ont.	May 19, '84	Survey Staff, Dept. of Interior.
Irwin, J. M.	Kenora, Ont.	April 14, '72	
James, S.	Toronto, Ont.	" 14, '72	
Jephson, B. J.	Winnipeg, Man.	May 12, '80	
Johnson, A. W.	Kamloops, B.C.	Mar. 12, '02	
Kirk, J. A.	Revelstoke, B. C.	May 11, '80	
Klotz, O. J.	Ottawa, Ont.	Nov. 19, '77	Dominion Topographical Surveyor, Astronomer, Dept. of the Interior.
Knight, R. H.	Bruce Mines, Ont.	Feb. 18, '04	
Latimer, F. H.	Detroit, Mich.	" 13, '85	
Laurie, R. C.	Battleford, Sask.	April 27, '83	
Lawe, H.	Ottawa, Ont.	" 14, '72	
Lemoine, C. E.	Quebec, Que.	Mar. 31, '82	
Lendrum, R. W.	Strathcona, Alta.	May 15, '80	
Lonergan, G. J.	Buckingham, Que.	Feb. 28, '01	
Lucas, S. B.	Ponoka, Alta.	April 14, '72	
Lumsden, H. D.	Ottawa, Ont.	" 14, '72	
Macpherson, C. W.	Dawson, Yukon Territory	Mar. 7, '00	Director of Surveys, Y. T.
Magrath, C. A.	Lethbridge, Alta.	Nov. 16, '81	Dominion Topographical Surveyor, Land Commissioner, Alberta Railway and Coal Co.
Malcolm, L.	Blenheim, Ont.	April 14, '72	
Meadows, W. W.	Maple Creek, Sask.	Feb. 23, '05	District Surveyor and Town Engineer.
Michaud, A.	Montreal, Que.	" 18, '03	
Miles, C. F.	Ottawa, Ont.	April 14, '72	
Moberly, H. K.	Innisfail, Alta.	Feb. 27, '03	
Molloy, J.	Winnipeg, Man.	April 14, '72	
Montgomery, R. H.	Brantford, Ont.	Feb. 23, '05	
Moore, H. H.	Township York, Ont.	" 17, '04	
McArthur, J. J.	Ottawa, Ont.	" 17, '79	
McFadden, M.	Neepawa, Man.	" 14, '72	
McFarlane, W. G.	Toronto, Ont.	May, 19, '05	
McFee, A.	Innisfail, Alta.	Feb. 19, '79	
McGrandle, H.	Huntsville, Ont.	May 30, '83	
McKenna, J. J.	Dublin, Ont.	April 14, '72	
McKenzie, J.	New Westminster, B. C.	Nov. 18, '88	Dominion Lands Agent, New Westminster.
McLatchie, J.	Nelson, B. C.	April 14, '72	
McLean, J. K.	Ottawa, Ont.	" 1, '82	
McLennan, A. L.	Toronto, Ont.	Feb. 23, '05	
McMillan, G.	Ottawa, Ont.	" 22, '06	Inspector of Surveys, Dept. of Interior.
McPherson, A. J.	Dawson, Yukon Territory	" 21, '01	
McPhillips, G.	Windsor, Ont.	June 17, '75	
McVittie, A. W.	Blairmore, Alta.	Mar. 12, '02	
Nash, T. S.	Ottawa, Ont.	Feb. 18, '04	
Ogilvie, W.	"	April 14, '72	
O'Hara, W. F.	"	Feb. 19, '95	
Ord, L. R.	Winnipeg, Man.	April 1, '82	
Parsons, J. L. R.	Toronto, Ont.	Feb. 23, '05	
Patrick, A. P.	Calgary, Alta.	Nov. 19, '77	Dominion Topographical Surveyor
Pearce, W.	"	May 10, '80	
Phillips, E. H.	Ottawa, Ont.	Feb. 24, '02	
Ponton, A. W.	Macleod, Alta.	May, 18, '81	
Proudfoot, H. B.	Toronto, Ont.	Mar. 28, '82	
Rainboth, E. J.	Ottawa, Ont.	May 19, '81	
Rainboth, G. C.	Aylmer, Que.	April 14, '72	
Reid, J. L.	Ottawa, Ont.	" 14, '72	
Reilly, W. R.	Regina, Sask.	Nov 17, '81	
Richard, J. F.	Ste. Anne de la Pocatiere, Que.	" 13, '82	
Rinfret, R.	Edmonton, Alta.	Feb. 20, '00	
Ritchie, J. F.	Nelson, B. C.	Jan. 7, '89	
Robertson, H. H.	Montmagny, Que.	April 14, '72	
Roberts, S. A.	Victoria, B. C.	May 16, '85	
Roberts, V. M.	Sturgeon Falls, Ont.	" 17, '86	
Robinson, F. J.	Regina, Sask.	Feb. 22, '00	
Rombough, M. B.	Morden, Man.	April 14, '72	
Rorke, L. V.	Sudbury, Ont.	Aug. 13, '91	
Ross, G.	Welland, Ont.	Nov. 21, '82	
Ross, J. E.	Kamloops, B. C.	Feb. 12, '01	
Roy, G. P.	Quebec, Que.	Nov. 17, '81	

APPENDIX No. 4 TO THE REPORT OF THE SURVEYOR GENERAL.—*Con.*

List of Dominion Land Surveyors who have been supplied with Standard Measures.—*Continued.*

Name.	Address.	Date of Appointment.	Remarks.
Saint Cyr, J. B.	Ste. Anne de la Perade, Que.	Feb. 17, '81	
Saint Cyr, A.	Ottawa, Ont.	" 17, '87	
Saunders, B. J.	Edmonton, Alta.	Nov. 16, '84	
Seager, E.	Kenora, Ont.	April 14, '72	
Selby, H. W.	Toronto, Ont.	Nov. 15, '82	
Sewell, H. de Q.	"	May 16, '85	
Shaw, C. A. E.	Victoria, B. C.	" 10, '80	
Speight, Thos.	Toronto, Ont.	Nov. 16, '82	
Starkey, S. M.	Starkey's P. O., N. S.	April 14, '72	
Stewart, G. A.	Calgary, Alta.	" 14, '72	
Stewart, L. B.	Toronto, Ont.	Nov. 22, '82	Dominion Topographical Surveyor, Professor, School of Practical Science, Toronto.
Stewart, E.	Ottawa, Ont.	April 14, '72	Superintendent of Forestry.
Talbot, A. C.	Calgary, Alta.	May 13, '80	
Thompson, W. T.	Fort Qu'Appelle, Sask.	Nov. 19, '77	Dominion Topographical Surveycor.
Tracy, T. H.	Vancouver, B. C.	April 14, '72	City Engineer, Vancouver.
Trembly, A. J.	Les Eboulements, Que.	Feb. 18, '90	
Towle, C. E.	Waterloo, Que.	April 14, '72	
Turnbull, T.	Winnipeg, Man.	Mar. 29, '82	
Tyrrell, J. W.	Hamilton, Ont.	Feb. 16, '87	
Vaughan, J. W.	Vancouver, B.C.	June 11, '78	
Vicars, J.	Kamloops, B. C.	May 17, '86	
Wallace, J. N.	Calgary, Alta.	Feb. 20, '00	
Warren, J.	Walkerton, Ont.	April 14, '72	
Watt, G. H.	Ottawa, Ont.	Feb. 24, '02	
Weekes, A. S.	Clinton, Ont.	" 11, '92	
Weekes, M. B.	Ottawa, Ont.	" 18, '03	
Wheeler, A. O.	Calgary, Alta.	Nov. 21, '82	Topographer of the Dept. of Interior.
White-Fraser, G. W. R.	Ottawa, Ont.	Feb. 21, '88	Dominion Topographical Surveyor.
Wiggins, T. H.	Regina, Sask.	" 18, '96	
Wilkins, F. W.	Norwood, Ont.	May 18, '81	Dominion Topographical Surveyor.
Wilkinson, W. D.	Toronto, Ont.	Feb. 22, '93	
Woods, J. E.	Frank, Alta.	Nov. 14, '85	

SESSIONAL PAPER No. 25b

APPENDIX No. 5 TO THE REPORT OF THE SURVEYOR-GENERAL.

List of lots in the Yukon Territory of which surveys have been confirmed during the year ending June 30, 1906.

GROUP No. 2.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.
100	50.52	T. D. Green.....	1905	June 4, '06	Messrs. Cullen & Green.
180	45.18	C. S. W. Barwell.....	1906	" 8, '06	Capt. T. Halcock.
250	36.3	A. J. McPherson.....	1905	Oct. 13, '05	J. L. Bell, attorney for the Violet Mines, Ltd.
251	48.8	"	1905	" 13, '05	" " "
252	46.3	"	1905	" 13, '05	" " "
253	51.3	"	1905	" 13, '05	" " "
254	8.6	"	1905	" 13, '05	" " "
255	5.0	C. W. MacPherson....	1906	June 22, '06	A. Lesprance.
256	2.5	"	1906	" 28, '06	W. F. Barrett.
306	50.19	C. S. W. Barwell.....	1905	May 14, '06	The Dawson City Quartz Company, Ltd.
307	48.76	"	1905	" 14, '06	" " "
308	51.27	"	1905	" 14, '06	" " "
309	51.58	"	1905	" 14, '06	" " "
310	51.60	"	1905	" 14, '06	" " "
311	51.65	"	1905	" 14, '06	" " "
312	48.42	"	1905	" 14, '06	" " "
313	49.13	"	1905	" 14, '06	" " "
314	51.65	"	1905	" 14, '06	" " "
315	16.00	"	1905	" 14, '06	" " "
316	51.65	"	1905	" 14, '06	" " "
317	49.19	"	1905	" 14, '06	" " "
318	12.41	"	1905	" 14, '06	" " "
319	31.70	T. D. Green.....	1905	July 6, '05	L. A. Herdt.
329	43.66	"	1905	Oct. 17, '05	"
330	45.00	C. S. W. Barwell.....	1905	" 31, '05	Wm. White, Arthur Davey and H. S. Tobin.
331	45.00	"	1905	" 31, '05	" " "
332	37.5	"	1905	" 31, '05	" " "
341	51.65	T. D. Green.....	1905	" 31, '05	I. J. Givens.

GROUP No. 3.

28	51.65	T. D. Green.....	1905	Dec. 21, '05	Koth & Svatonsky.

GROUP No. 5.

65	51.65	H. G. Dickson.....	1905	Oct. 31, '05	Alphonse Larose.
70	46.21	"	1905	" 31, '05	A. B. Palmer et al.

GROUP No. 6.

17	160.00	H. G. Dickson.....	1905	Feb. 7, '06	G. A. Singer.
18	160.00	"	1905	" 7, '06	"
19	100.56	"	1905	Mar. 6, '06	Capt. P. Martin.

GROUP No. 11.

6	160.00	T. D. Green.....	1905	Oct. 31 '05	F. X. & I. S. Laderoute.
7	159.79	"	1905	" 31 '05	

APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR-GENERAL.

LIST of miscellaneous surveys in the Yukon Territory of which returns have been received during the year ending June 30, 1906.

Description of Survey.	Surveyor.	Year.
Caribou creek and Lion gulch, base line	H. G. Dickson	1905
Eureka creek, Right and Left forks, base line	Jas. Gibbon	1904
Flat creek and Isaacs gulch, base line	C. W. MacPherson	1902
Bullion creek, base line	H. G. Dickson	1905
Frooks concession	A. J. McPherson	1905

APPENDIX No. 7 TO THE REPORT OF THE SURVEYOR-GENERAL.

STATEMENT of work executed in the Office of the Chief Draughtsman.

Returns of surveys examined:—	
Township subdivision	536
Township outlines	154
Mineral claims	93
Correction and other miscellaneous surveys	55
Township plans completed for printing	444
Preliminary township plans prepared	245
Proofs of plans examined	494
Outline sketches prepared	1,092
Plans of Yukon lots received	36
Plans of miscellaneous Yukon surveys received	5
Tracings of Yukon survey plans made	27
Sectional maps revised but not reprinted	6
Sectional maps revised and reprinted	21
Sectional maps printed—6 miles to 1 inch	82
Sectional maps printed—3 miles to 1 inch	25
Declarations of settlers received	248
Progress sketches received and filed	607
Miscellaneous plans and tracings made	644
Applications for various information dealt with, about	801
Field books received from record office and used in connection with office work	3,875
Plans received from record office and used in connection with office work	847
Reference traverses reduced to scale of 40 chains to 1 inch	75
Reference traverses drawn on group plans of Yukon Territory	75
Mineral claims plotted on group plans of Yukon Territory	147

SESSIONAL PAPER No. 25b

APPENDIX No 8 TO THE REPORT OF THE SURVEYOR-GENERAL.

List of Sectional Maps revised and reprinted from July 1, 1905, to July 1, 1906, on three mile and six mile scale.

No.	11 Yale.	No.	216 Sullivan Lake.
"	14 Pincher Creek.	"	217 Tramping Lake.
"	23 Emerson.	"	218 Saskatoon.
"	24 Lake of the Woods.	"	220 Nut Mountain.
"	61 Lytton.	"	265 Peace Hills.
"	111 Kamloops.	"	266 Ribstone.
"	112 Sicamous.	"	269 Prince Albert South.
"	116 Rainy Hills.	"	315 Edmonton.
"	168 Elbow.	"	316 Vermilion.
"	169 Touchwood.	"	219 Humboldt.
"	215 Red Deer.		

APPENDIX No. 9 TO THE REPORT OF THE SURVEYOR GENERAL.

Statement of work performed in the Survey Records Office during the 12 months ending June 30, 1906.

Files received and dealt with	7,073
Letters drafted	3,081
Reports and draft memos. to Council	2
Plans, tracings, &c., copied and compiled	412
Statutory declarations copied and mailed	436
Plans sent to agents, registrars, &c	18,714
Pages of field notes copied	777
Prints of plans received and stored	80,587
Original plans received and recorded	837
Original field books received and recorded	737
Letters written to agents, registrars, &c	1,452
Registered parcels mailed	1,178

Work done for Topographical Surveys Branch.

Books searched for	4,896
Books sent	3,875
Books returned	3,057
Plans searched for	1,029
Plans sent	847
Plans returned	133
Volumes sent	50
Volumes returned	38

In May, 1906, this branch of the Department of the Interior was moved from its former office in the top story of the Langevin Block to the Canadian Building on Slater street, necessitating thereby the removal of 12,000 original plans and 8,302 original field books, placing a serious responsibility on the staff of this branch from the liability of losing some of the valuable records stored in this office, while in transit. This danger was somewhat obviated by packing everything carefully for the men and teams moving the records, and having a thorough and careful check on the books, plans, &c., on their arrival in the new office.

It is found that everything has been put into place in the new building, apparently without any loss, and with very small delay in the working of the branch.

I have to report that during the month of April four men of the official staff were working continuously on information in connection with the Commissioner's Branch, getting out information for the plans to accompany the instructions sent the new sub-agents of Dominion Lands. These plans were made on index township sheets mounted together so as to show each sub-agent's district on a scale of one mile to an inch on which the land available for entry in each sub-agency is shown. The plans were prepared from the books of the Patents Branch, giving information to the date of issue.

For about eight months of this year one of the staff of this branch was assisting Mr. R. E. Young, in getting information from the books in the Patents Office for the map showing even sections disposed of.

C. J. STEERS,
In charge of Survey Records.

APPENDIX No. 10 TO THE REPORT OF THE SURVEYOR GENERAL.

STATEMENT of work executed in the Photographic Office during the twelve months ending June 30, 1906.

FOR THE DEPARTMENT OF THE INTERIOR.

	4 x 5.	5 x 7.	8 x 10.	10 x 12.	11 x 14.	16 x 18.	18 x 20.	24 x 30.	30 x 36.	36 x 42.	42 x 48.	Total.
Wet plate negatives	.....	37	99	.....	72	594	77	.....	.....	.....	.....	879
Zinc transfers	.....	.....	.....	.....	8	.....	629	.....	.....	.....	.....	637
Dry plate negatives	293	42	6	.....	18	.....	.....	.....	.....	.....	.....	359
Bromide prints	4	78	16	7	434	.....	85	40	52	3	2	721
Vandyke prints	.....	23	45	23	225	.....	110	144	12	21	6	609
Silver prints	1,158	3,277	118	.....	7	.....	2	.....	.....	.....	.....	4,562
Total	1,455	3,457	284	30	764	594	903	184	64	24	8	7,767

FOR THE GEOLOGICAL SURVEY.

	4 x 5.	5 x 7.	8 x 10.	10 x 12.	11 x 14.	16 x 18.	18 x 20.	24 x 30.	30 x 36.	36 x 42.	42 x 48.	Total.
Wet plate negatives	.....	.....	4	.....	1	9	.....	.....	.....	.....	.....	14
Dry plate negatives	124	326	.....	.....	.....	.....	.....	.....	.....	.....	.....	450
Bromide prints	.....	.....	.....	.....	33	.....	.....	.....	.....	.....	.....	33
Silver prints	138	424	.....	.....	.....	.....	.....	.....	.....	.....	.....	562
Total	262	750	4	.....	34	9	.....	.....	.....	.....	.....	1.059

APPENDIX No. 11 TO THE REPORT OF THE SURVEYOR GENERAL.

STATEMENT of work executed in the Lithographic Office, during year ending June 30, 1906.

Month.	Maps.		Townships.		Forms.	
	No.	Copies.	No.	Copies.	No.	Copies.
1905.						
July			39	3,900	3	2,000
August	8	240	64	6,400	7	2,074
September	5	1,600	40	4,000	3	1,700
October	32	10,320	11	1,100	5	11,550
November	11	7,200	44	4,400	3	4,000
December	16	2,425	20	2,000	7	4,900
1906.						
January	7	3,560	48	4,800	3	1,150
February	3	850	42	4,200	2	1,700
March	32	9,750	30	3,000	9	2,440
April	5	1,500	26	2,600	6	1,900
May	12	3,650	51	5,100	8	2,440
June	14	5,950	29	2,900	3	312
Total	145	47,045	444	44,400	59	36,166

SUMMARY OF WORK FOR THE YEAR.

——	Number.	Copies.	Impressions.	Cost.	Cost per map or form.
				$ cts.	$ cts.
Maps	145	47,045	72,295	3,611 95	24 91
Townships	444	44,400	47,500	3,031 51	6 58
Forms	59	36,166	37,816	646 64	10 96
Total	648	127,611	157,611	7,290 11	

APPENDIX No. 12 TO THE REPORT OF THE SURVEYOR GENERAL.

NAMES and Duties of Employees of the Topographical Surveys Branch at Ottawa. (Metcalfe Street, Corner of Slater Street.)

Name and duties.

Deville, E., D.T.S., LL.D., Surveyor-General.

CORRESPONDENCE AND ACCOUNTS.

Brady, M., Secretary.
Hunter, R. H., Accountant.
Campbell, G. B., Stenographer and Typewriter.
Percival, M. F., Stenographer and Typewriter.
Cullen, M. J., Stenographer and Typewriter.
Pegg, A., Messenger.
Ellis, F. T., Messenger.

OFFICE OF THE CHIEF DRAUGHTSMAN.

Name and duties.

Symes, P. B., Chief Draughtsman.
Shanks, T., B.A.Sc., D.L.S., Assistant to Chief Draughtsman.

First Division.—Instructions and General Information.

Watt, G. H., Grad. S.P.S., D.L.S., in charge of division.
Stacey, A. G., B.A., D.L.S.
Brown, T. E., B.A.
Sylvain, J.
Green, W. T., B.A.
Durnford, F. G. D.
Clunn, T. H. G.
Mackie, F. H., B.Sc., D.L.S.
Weekes, M B., B.A.Sc., O.L.S., D.L.S.
Mackenzie, H. A.
Mudie, J. M., Grad. R.M.C.
Carroll, M. J., Grad. S.P.S.

Second Division—Examination of Surveyors' Return.

Phillips, E. H., Grad. S.P.S., D.L.S., in charge of division.
Smith, C. C., B.A., D.L.S.
Nash, T. S., Grad. S.P.S., D.L.S.
Empey, J., B.A.Sc., D.L.S.
Henderson, F. D., Grad. S.P.S., D.L.S.
Umbach, J. E., Grad. S.P.S.
Barber, H. G., Grad. S.P.S.
Burgess, E. L., Grad. S.P.S., O.L.S., D.L.S.
Hill, S. N., Grad. S.P.S.
Dennis, E. M., B.Sc.
Elder, A. J., Grad. S.P.S.
Morrier, J. E.
Chilver, H. L., Grad. S.P.S.
McClennan, W. D.
Cram, A.
Cumming, A. L., B.Sc.
Owen, R. B., B.A., B.E.
Davies, T. A., D.L.S.
Elwell, W., Grad. S.P.S.
Roger, A.
Crawford, W., C.E., D.L.S., M.I.C.E., M. Can. Soc. C.E.

Third Division—Drawing Plans for Printing.

Engler, Carl, B.A., D.L.S., in charge of division.
O'Connell, J. R.
May, J. E.
Seymour, H. L., Grad. S.P.S., D.L.S.
Archambault, E.
Helmer, J. D.
Taggart, C. H.
Moule, W. J.
Bergin, W.
Grey, G. A.
Perrin, V.
Williams, E. R.
Davies, T. E. S.

(185 Sparks Street.)

Fouth Division—British Columbia Surveys.

Name and duties.

Rowan-Legg, E. L., in charge of division.
Gillmore, E. T. B., Grad. R.M.C.
Carson, P. A., B.A., D.L.S.
Lawe, H., D.L.S.
Morley, R. W., Grad. S.P.S.
MacIlquham, W. L., B.Sc.
Robertson, D. F., Grad. S.P.S.

Fifth Division—Mapping.

Smith, Jacob, in charge of division.
Begin, P. A.
Lepage, J. B.
Blanchet, A. E.

OFFICE OF THE GEOGRAPHER.

(Woods Building, Slater Street.)

White, J., geographer.
Baine, H. E., draughtsman.
Chalifour, J. E., draughtsman.
Dumouchel, G. E., draughtsman.
Sharon, M. W., draughtsman.
Tache, H., draughtsman.
Darrach, M., draughtsman.
Wilson, H. W., draughtsman.
Akerlindh, A., draughtsman.
Anderson, W., draughtsman.
Blatchley, H. M., draughtsman.
Bennie, J., draughtsman.
Wood, C. G., draughtsman.
Craig, R. W., draughtsman.
MacElligott, J. P., draughtsman.
Chandler, S., draughtsman.
Groulx, A., draughtsman.
Gagnon, J. S., draughtsman.
Waine, Mrs. D. E., stenographer and typewriter.

SURVEY RECORDS OFFICE.

(Canadian Building, Slater Street.)

Steers, C. J., clerk in charge.
Currie, P. W., B.A., B.Sc., D.L.S., assistant clerk in charge.
Surtees, W. S., draughtsman.
Sowter, T. W. E., draughtsman.
Smith, F. W., draughtsman.
Routh, C. F., draughtsman.
Ashton, A. W., draughtsman.
Lecourt, Eugene, draughtsman.
Moore, R. T., draughtsman.
Lambart, O. H., draughtsman and typewriter.
Yielding, Miss A., typewriter.
Landry, Narcisse, messenger.

LITHOGRAPHIC OFFICE.

(Metcalfe Street, corner of Slater Street.)

Name and duties.

Moody, A., foreman.
Thicke, H., power press printer.
Bergin, J., transferrer.
Higgerty, H. J., stone polisher.
Villeneuve, E., press feeder.
Thicke, C., engraver and lithographer.

PHOTOGRAPHIC OFFICE.

(Metcalfe Street, corner Slater Street.)

Topley, H. N., photographer in charge.
Carruthers, H. K., photo-lithographer and photo-engraver.
Woodruff, J., photographer.
Whitcomb, H. E., photographer.
Morgan, W. E., photographer.
Kilmartin, A., photographer.
Devlin, A., photographer.

GEOGRAPHIC BOARD.

(Woods Building, Slater Street.)

Whitcher, A. H., D.L.S., secretary.

APPENDIX No. 13 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF C. F. AYLSWORTH, D.L.S.

RESURVEYS IN MANITOBA AND EASTERN SASKATCHEWAN.

Madoc, February 14, 1906.

E. Deville, Esq., LL.D.,
Surveyor General,
Ottawa.

Sir,—I have the honour to inform you that I left Madoc on the 10th of April last, pursuant to instructions from you, dated the 6th day of April, 1905, and after organizing a party in Winnipeg, arrived and camped on section 16, township 24, range 28, west of the principal meridian. I will not prolong this report with a description of the phenomenal growth, development and expansion that is everywhere observable throughout the journey between Winnipeg and Russell, nor will I dwell upon the pervading optimism and confidence in the future success of the country. Each settler immediately impresses upon one his pleasure and gratification in the fact that he has been especially favoured by being enabled to secure a homestead in the only 'banana belt' of the West—to such an extent is each settler enamoured of his particular district. And well they should be, for certainly the climatic conditions and results last season were such as to gladden the hearts of even the most pessimistic.

In 'ye olden' times it was the proper thing and popular with the ranching element of the West to discourage prospective agriculturists from encroaching upon their self-constituted preserves, by picturing to them their localities as being particularly inhospitable to the farmer. The bluffing rancher now frightens them away by

such remarks as that they would be frozen out, hailed out and eaten out by grasshoppers, and other disheartening calamities would only be their portion. And although the soil could be surpassed, and the landscape is pleasing and ideal to the farmer. the ranchers' plan of campaign certainly was successful for a great many years throughout the many districts which we were instructed by you to visit during the past season's operations, thus placing them under a cloud, and prospective settlers were timid of locating in them. But there came a time when rifts here and there appeared in the clouds, caused by the inrush of the Doukhobors into the Kamsack, Thunder Hill, Yorkton and Devil's lake districts. These districts had been placed under the ban so efficiently by the rancher that people described the Doukhobors as 'tenderfeet'; that they had selected a poor district; that they did not know good land when they saw it; and that they would be forced out. The result was that the Doukhobors proved all these statements to be unfounded to such an extent that people now are anxious to get land all around the Doukhobors' reserve, and some would even go so far as to accept a quarter inside the reserve. I must frankly confess that after seeing the extraordinary successful mixed crops produced in those various districts last season I heartily sympathize with the people in their desire to locate in these fair districts, because nowhere else could such crops as they had in those districts last year be excelled. When one reflects that ten years ago these districts were pronounced inhospitable to the agriculturist, one is amazed at the transformation, and inclined to suggest the absurdity of such a pronouncement.

Another feature in the development of the resources of the west is the construction of the Grand Trunk Pacific railway. As a rule people are always anxious to secure more railways, and the individual member of the community wants more railways, but he always wants the railway to run through the other fellow's farm. But in the case of the Grand Trunk Pacific railway every one is almost franctically desirous of securing the road, and none would object to having it run through his or her farm. Another proof of the desire of the people for this road, to my mind, is, the fact that the right of way purchasers are settling with the owners of land through which the railway passes upon very reasonable terms.

I made a retracement of the lines around sections 16, 17 and 21, in township 24, range 28, west of the principal meridian. Our lines did not 'fall in very pleasant places' while we were occupied at this work, as we were compelled to cross Shell river many times while the water was nearly at freshet height. We completed the retracement of the above-named sections on the 15th of May and left for township 20, range 33, west of the principal meridian, where we arrived and camped on section 23 on the 18th and proceeded with the retracement and restoration survey of that township. Cutarm creek runs in a deep ravine in a southeasterly direction through the northeast corner of this township. Many beaver find an unmolested abiding place in this creek. The settlers, although many of them were originally foreigners, take a special interest in the protection of these valuable fur-bearing souvenirs. Some of the settlers, though, through whose lands this creek runs complain bitterly that they lose large quantities of hay by reason of these busy pioneers damming up the creek and flooding their hay meadows. I was told, though I cannot vouch for the accuracy of the information, that some of the settlers thus damaged are asking the Northwest government for compensation. The beaver appear to be new-comers here, as all their work is of recent date.

The interior and south boundary lines of this township were found to be very irregular, but the settlers did not desire any alteration of them, so I restored all the old corners found and established the lost corners from and according to them. The lands are all taken up and are rapidly being occupied by *bona fide* settlers. The Grand Trunk Pacific railway runs almost square across this township, and it appears to be an ideal line. By the stakes I saw planted, I concluded a station or siding would be located where the line crosses the side road between sections 1 and 12. Apparently great care has been exercised in the selection of this line, as I observed

three lines have been surveyed, about twenty chains apart, the middle one of which has been adopted. At one place on section 10 the line goes through a hill that will require a cutting of probably twenty-five feet, which would have been avoided by a detour of probably 150 feet. We completed the survey of this township on the 28th of June, and the next day left for township 27, range 1, west of the second meridian, and on the 30th arrived there and camped between sections 2 and 3 on the south boundary. Your instructions to me regarding this boundary read: 'In township 27, range 1, west of the second meridian, the east and west outlines and the easterly half of the south outline are to be retraced and quarter-section corners established. The quarter-section monuments shown in green on the accompanying plan of the township were cancelled by Order in Council in 1891. If no objection is made by owners or occupants, you are to destroy these posts, and to establish the quarter-section corners midway between the section corners on these lines. Quarter-section lengths in township 27, range 33, west of the principal meridian and in township 27, range 2, west of the second meridian closing on these outlines are to be retraced.' This, as the field notes returned will show, I have done ; and they show that according to my chainage the quarter-section corners on the south boundaries of sections 1, 2 and 3 are not as much in error as the plan of this township shows; in fact, my chainage would indicate that they were planted practically in their correct positions.

On July 7 we moved camp to the southwest quarter of section 19 of this township and completed the retracement of the west boundary and the quarter section lines closing thereon, according to your instructions. Although there is considerable broken land in this township, wet land and more than the usual amount of alkali, all the township is occupied by a good class of settlers, Canadian, English, German and Galician. In the township adjoining to the west the settlers are exceptionally prosperous and progressive, one of them, Mr. Alex. Weinmaster, having a forty-horse power steam plough and disc attachment. Many of the road allowances are graded up, and have a network of telephones connecting with Yorkton. Another point may be noted to show that the best is none too good for these settlers, that they are not only attending to the spiritual and material features of their welfare, but they are also attending to the educational interests of the rising generation; and this statement applies to not only this particular school district, but to the surrounding districts as well. They secure the very best teachers that the limited means at their command will permit. This year many of the schools were fortunate in obtaining the services of B.A.'s and M.A.'s, young lady graduates of Queen's University, who delighted in the experience of going west for the summer months. This sprinkling of the finished product of this university of such national repute certainly exercises a decidedly beneficial influence in districts so fortunate as to secure them, from an educational and social point of view. In the car we occupied going into Winnipeg there were four or five graduates of this university; and just to reflect that seven or eightyears ago the quietude in these districts was only disturbed by the yapping of the coyote. On the 15th of July we completed the lines you instructed me to survey at the west boundary of township 27, range 1, west of the second meridian, and on the 17th moved camp to section 22, township 28, range 32, west of the principal meridian, in which township I was instructed to make a complete retracement and restoration survey. William MacDonald, postmaster and a ranching farmer, living on the banks of Stony creek on section 6, township 28, range 31, west of the principal meridian, for twenty-five years, when he met us asked me, 'What are you doing here now—are you the forerunner of another boom? When you were here before everything was stagnant and land was of no value; now it is selling at from $15 to $25 per acre.' Here again progress, confidence and optimism are in the air. We are now in the land of the Doukhobors, where we constantly hear the whistle of his forty-horse power steam plough. The settlers round about here assert that for some reason the Doukhobor has suddenly got a move on; that they have done more land breaking this year than they have in the previous three years. They have purchased some fifteen of

those forty-horse power steam ploughs and distributed them amongst their fifty odd villages. It is said that each of these ploughs will break about twenty-five acres per day, but I think in actual practice, on account of delays for water, fuel and breakage that they average from ten to twelve acres per day of from ten to twelve hours. Then they have many smaller engines in use for threshing, grist and saw-milling purposes. They also have superior horses, which they keep in a model condition.

I made a complete retracement and restoration survey of this township, excepting that I found the meridian forming the east boundary of sections 14, 23, 26 and 35 to be very much in error as shown in my notes of this township, I therefore ran a new line for this boundary connecting the northeast angle of section 35 by a straight line with the northeast angle of section 11, and divided the distance equally between the quarter-sections contained (having first destroyed all the originals on this line), and established new corners. I also destroyed all the old corners found on the different side roads, one-half a mile east and west from this meridian, previous to the establishment of new quarter-section corners according to instructions. I found that the original survey of the balance of the township had been fairly well made, so I did not move any more of the original corners. I found that sections 31, 30, 19, 18, 7 and 6 had been resurveyed not many years ago.

The Doukhobors are now building new villages to substitute the ones in which they are now residing. The houses they are living in now are the original ones they built in a makeshift manner to cover themselves and their belongings temporarily. They are now erecting very neat and comfortable ones. They are also building large barns, granaries and buildings for storing their machinery. Timber and lumber for all these structures must be drawn by sleighs in the winter, in some cases very long distances, and of course as settlement proceeds, is becoming scarce. Recognizing this the Doukhobor company have established a large brick manufacturing yard where last year they produced about one and one-half million bricks; they are also manufacturing cement circular bricks for curbing wells. The machinery for all this is purely Canadian, being purchased at Parkhill, Ont. They shipped small quantities of these brick to neighbouring towns along the Canadian Northern railway, and the balance they utilized themselves. This brickyard was located two miles south of Veregius siding on the Canadian Northern railway; but the first year's experience convinced them that their yard had been located too far from the station, and that their present equipment was altogether inadequate to meet the present and future demands. So the day we passed Veregius siding en route to Devil's lake the Doukhobors broke sod for a new brickyard just at the siding. Where building timber is scarce they propose building their new houses of brick. In every village they are erecting a large building which they told me was to be used for a church and school. They have telephone poles on the ground, and it is said they propose connecting all their villages with a telephone system. Conditions on the western prairie would appear to be favourable to the Doukhobors, as they certainly present a very healthy appearance, men, women and children, especially until they arrive at the age of forty, and vegetarians as they are, it is a mystery how the women especially maintain such robust physiques and rosy complexions while performing the arduous work they do. We completed the survey of township 28, range 32, west of the principal meridian, on the 14th of August, and on the 15th left for township 20, range 5, west of the second meridian, and returned and camped on section 13, township 29, range 33, west of the principal meridian, on the 24th of August. During this expedition the wheat was turning ripe, and in places they were beginning to cut. The wheat in this district was certainly remarkable for its excellence. We completed the survey of the last mentioned township on September 2, being delayed a few days in the work through sickness caused by bad water. On the 4th September we moved to the southeast quarter of section 22, township 29, range 1, west of the second meridian, and completed a retracement and restoration survey of this township on October 18.

Our post office during this work was Kamsack, a divisional point on the Canadian Northern railway, which on account of the exceptional fertility of the soil in the

surrounding territory is destined to be a town of considerable importance. I understand a portion of the Cote Indian reserve, in which Kamsack is situated, has been surrendered by the Indians, and will be subdivided and sold, which will add considerably to the commercial prosperity of the town and contribute to a betterment in many respects.

Better facilities are now afforded to the travelling public than in 'ye olden' times when we were compelled to ford Assinboine river with great danger to man and beast, by the three steel bridges recently thrown across that river, one where the Yorkton-Crowstand trail crosses, one at Kamsack, and one at Fort Pelly.

After making a correction survey of sections 13, 24, 25, 36, 35, 26, 23 and 14, township 28, range 32, west of the principal meridian, we left and arrived at section 23, township 31, range 6, west of the principal meridian, on Saturday, October 28, where we were to survey a Doukhobor village and road therefrom on the northwest quarter of that section. As directed, previous to proceeding with this survey, I communicated with the Commissioner of Immigration, J. Obed Smith, Esq., who replied that he could not visit this Doukhobor village with me, but he recommended me to Mr. Buchanan, who was acquainted with the conditions and would direct me. I found Mr. Buchanan and he gave me valuable assistance.

One hears frequently remarked that on account of the scarcity of building timber material it is impossible to keep agricultural machinery under cover while not in use, but I observed a very serviceable and economically constructed structure for that purpose built by a Doukhobor named Ivan Schoukin in this Doukhobor village of Resbyhilwa, being a wedge-shaped enclosure with poplar saplings for rafters and thatched roof and gables. We completed the survey of this Doukhobor village and road therefrom on November 4 and left and visited township 20, range 33, west of the principal meridian and completed on Saturday, November 11; and left Saltcoats for Winnipeg on the 13th, and I arrived home on the 21st after a very successful season's operations. Although we had considerable wet weather during the season we were not delayed much on that account.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) F. C. AYLSWORTH, Jr., *D.L.S.*

APPENDIX No. 14, TO THE REPORT OF THE SURVEYOR GENERAL.
REPORT OF DAVID BEATTY, D.L.S.,

RESURVEYS IN ALBERTA.

Parry Sound, May, 1906.

E. Deville, Esq., LL.D.,
Surveyor General,
Ottawa.

Sir,—I have the honour, in accordance with my instructions, to submit the following report on the resurvey of townships 49, 50, 51, 52 and 53, in ranges 1 and 2, west of the fourth meridian, and townships 52 and 53, in range 3.

I organized my party in Battleford and drove over a very good wagon road to Lloydminster, the greater part of which village is on the east side of the fourth meridian in township 50, the road allowance along said meridian is one of the village streets. The Canadian Northern railway reached the village in August last, and in November, when I came in from my survey, I think there were twice as many buildings either up or being built as there were in the spring when I first reached the village. I commenced my survey in township 49, range 1, the eastern portion of which

is fairly well settled and all apparently well satisfied with their locations. The greater part of the land seemed to be taken up, judging by the small patches of breaking I saw where there were no houses, and the same remark will apply to townships 50 and 51, ranges 1 and 2. The south and west parts of township 49, range 2 are very hilly and better adapted to grazing than agricultural purposes. Townships 51 and 52, ranges 1 and 2 are well suited for farming purposes. The soil is mostly a black loam on top, with clay subsoil. I noticed in the harvest season that the grain on sandy loam land ripened several days earlier than that on the deep black loam, although it had been put in, in some cases, later. Vermilion river passes through the west sides of townships 52 and 53, range 3 in a valley about one hundred feet deep and about one mile wide, and while the soil in these townships is generally good and well suited for farming the west side is better suited for grazing or ranch purposes on account of the excellent shelter afforded for stock in the river valley where there are bluffs of timber and good grass. Township 53, in ranges 1 and 2 are well suited for grazing or ranch purposes. The soil is generally light. There is plenty of good water and hay land with bluffs of poplar timber. The northern parts of the townships are hilly. There is no settlement in township 52, range 1, although the greater part of the township is well suited for agricultural purposes. Township 52, range 2 has several settlers, but a considerable portion of the township is unoccupied, although well suited for agricultural purposes. While there is considerable alkaline water in the townships I have reported on, I found plenty of fresh water, and nearly all of the settlers who have dug wells found good water.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) DAVID BEATTY.

APPENDIX No. 15 TO THE REPORT OF THE SURVEYOR GENERAL.
REPORT OF P. R. A. BELANGER, D.L.S.

SUPERVISION OF SURVEYS IN MANITOBA, SASKATCHEWAN AND ALBERTA.

OTTAWA, February 15, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my actions as Supervisor of Surveys during 1905.

My duties in that capacity were to help surveyors in charge of day work in organizing their transport outfits, and to take general charge of survey equipments and dispose of them on behalf of the department.

I was also authorized to report on the necessity of making various surveys which might be applied for during the season, and also to investigate into disputes arising about surveys and make the best arrangement possible under the circumstances.

In compliance with your instructions, I left Ottawa on April 20, and proceeded to Yorkton to organize a transport outfit for D.L.S. Geo. Ross, out of the one I myself used in 1904. Of this I gave him eight horses, one wagon, three carts and the necessary harness. He was allowed one riding saddle and bridle and several other small articles to complete his equipment. The remainder of my outfit, with the exception of a broken cart left in storage, was delivered over to G. A. Grover, D.L.S., who took it to Winnipeg.

While at Yorkton, during the month of May, I was requested by several settlers, residing in township 26, range 8, west of the second meridian, to recommend the re-

survey of that township, and after investigation, I reported upon the urgent necessity of making the resurvey.

Before finally leaving this place I went to see Mr. Milligan, of Fishing lake, for the purpose of securing the iron posts which had been left in storage with him several years ago, and had these posts shipped to the Manitoba Warehousing and Cartage Co. at Winnipeg.

From Yorkton, I went to Edmonton and organized an outfit for L. E. Fontaine, D.L.S., and from there I proceeded to Regina and Indian Head for the purpose of making some arrangement for the settlement of the difficulty raised about the survey of township 19A, ranges 11 and 12, west of the second meridian. At Indian Head I had a talk upon this matter with Mr. Wilson, a councillor of that municipality, to whom I explained the position of affairs, and having satisfied himself that the survey I made in 1902 was right he promised to bring this matter before the council and have it settled in a satisfactory manner to all concerned.

At Regina I discussed this question with the Hon. Mr. Bulyca, Commissioner of Public Works of the Northwest Territory, and Deputy Commissioner Mr. F. J. Robinson, who both, after explanation, completely understood the difficulty, and promised to interest themselves in its adjustment. For further details about this matter I would refer you to my letter dated the 2nd June last. Later on I again met Mr. Robinson, who informed me that the local government had authorized some change in the location of the road affected by my survey of the correction line bounding those townships on the north, and also stated that he expected the difficulty would be finally adjusted as soon as the administration for the new province of Saskatchewan would take office.

Returning to Edmonton in June, I organized an outfit for W. G. McFarlane, D.L.S., by securing two teams of horses from D.L.S. Saunders and one team out of D.L.S. Reilly's outfit. The balance of Mr. McFarlane's equipment, with the exception of a buckboard which I purchased for his use, was procured from different outfits I had in hand. The remainder of those left in storage were sold as instructed, and reports of sales made in every case.

On July 11, I left Edmonton for D.L.S. Beatty's camp at Battleford for the purpose of making the valuation of the equipage which he had supplied for his work, and from there I proceeded to Saltcoats to investigate into a dispute raised by farmers about monuments placed by D.L.S. Knight on the south and west boundaries of section 32, of township 24, range 31, west of the principal meridian. In this case, as already reported, I advised the complainants to accept Mr. Knight's survey, as it was the only legal survey by which they could govern themselves.

From Saltcoats I went to Roblin, and made some verifications in D.L.S. Knight's survey by taking barometric measurements of heights in the valley of Shell river, for details of which inspection I would refer you to my report dated August 14 last.

My next operation consisted in the resurvey of the east boundary of section 4 of township 19, range 24, west of the second meridian, for the purpose of remarking the quarter-section corner. In this case I had to establish a new mark, the old one being entirely obliterated, or so far out of its true position that I could not locate it. The work done here was most urgently required, and I hope it has put an end to a dispute which was threatening ruin to two neighbours who had lived on friendly terms for many years, but had lately taken legl proceedings against one another about this land mark. In this dispute, as well as in the other difficulties already referred to, I am happy to state that the contending parties appeared satisfied with the explanation I gave them, and were always pleased to accept my advice for the settlement of their dissensions. This tends to prove the importance of always having some one ready to investigate into quarrels raised about surveys which often are not understood by those who stir up the discord.

Returning to Edmonton on September 26, I received your instructions for the survey of town lots at 'Rivière-Qui-Barre.' This work kept me busy for three days in the field, but owing to a misunderstanding, a government officer, agent for the sale of

school lands, included part of land I surveyed in his sale, and by his action rendered my survey useless, as stated in my letter on the subject dated October 21, 1905.

In October I went to Athabaska Landing, under instructions from the Hon. Mr. Oliver, to investigate into the necessity of surveying town lots at that place, and after inquiry I found there was no immediate need for such a survey, but I met there a few residents of the place, who expressed their desire to buy parts of river lots already surveyed by Mr. McLean, D.L.S., and on my return I verbally informed Mr. Oliver of their application, and as the land can easily be described by metes and bounds he expressed the opinion that their desire could be met with, provided there would be only one claimant on each lot, and in case there were more than one, the applicant would have to buy the rights of the others before his application could be taken into consideration. These applicants were informed by me of the minister's decision, and were told to govern themselves accordingly before submitting any application for consideration.

According to your instructions, after inspection, I took over the iron posts made by the Edmonton Iron Works Company according to specification, and stored them with Messrs. Gariepy & Lessard, of Edmonton, subject to delivery to your order.

I also made arrangements to provide transport outfits for D.L.S. A. W. Ponton and R. W. Cautley, and for that purpose I authorized them to take the only horses, twenty-one in number, which were at my disposal at different places. I also gave them orders for different articles I had in storage.

Before leaving Edmonton, I made arrangements with the Edmonton Cartage Co. for the continuation of the storage of carts left by Mr. A. Saint Cyr, D.L.S., in their care a couple of years ago. In this connection I beg to call your attention to the necessity of utilizing them next summer or removing them to a better place if possible. They are now under a shed without floor and somewhat exposed to moisture, and as they rest on bare ground they are to a certain extent exposed to decay by a long sojourn in that place. It also seems to me that it would be more satisfactory to concentrate outfits at the most important points, such as Winnipeg, Moosejaw, Calgary, Edmonton, &c., and in each place, or in the country in the immediate vicinity, arrangements should be made with farmers or any reliable parties to secure proper accommodation for those used by the surveyors working in these different districts. Too often surveyors leave their outfit where they discontinue their work without securing good storage or making proper arrangements with reliable parties for the wintering of their horses. The consequence is that their horses are starved to death, though charges for keeping the same are high, and their goods are damaged through exposure and want of proper shelter, and sometimes they are lost forever. This is what happened in the case of a surveyor who some ten years ago left an outfit with a farmer near Kaposvar. He never claimed the outfit, and at the time I passed there in 1902 this farmer could not even give me the name of the surveyor, nor did he know whether he was a contractor or day man.

On December 20, on my way home, I called upon Mr. Wm. Pearce, at Calgary, and made a valuation of certain instruments, the property of the department, which he has in his possession and wishes to purchase, and I submitted to you, after my return home the percentage of deduction from the original cost which, according to me, would fairly establish the actual value of these instruments.

During the course of my travel from Winnipeg to Edmonton I noticed all over this great stretch of country an activity which can only be compared to a beehive, where all the inhabitants rivalled in working for the welfare of the community. Though I have been employed for many years in the survey of lands in the Northwest, yet, year after year I am always astonished at the strides the country is making; places which I visited a few years ago have to-day grown almost entirely out of my memory, and the industry and activity displayed is certainly very encouraging and speaks well for the future of this great country. The extension of railways throughout the Northwest is of inestimable benefit to the settlers and has opened up the facilities for marketing the products, and increased the influx of immigration.

The rejoicing I witnessed in Edmonton on the occasion of the completion and opening of the Canadian Northern railway to that city evidenced the feeling of the population in this respect, and no doubt the building of the great transcontinental route will do much to increase the opening up and settlement of a vast extent of territory which at present labours under the want of such facilities.

The branch of the Canadian Northern railway from Edmonton to Athabaska Landing graded as far as Morinville last fall will contribute largely to the opening up of the northern district. I was greatly astonished on my arrival at Athabaska Landing to find the place so far advanced, as I supposed I was going to a place of very small importance, and was agreebly surprised to find a good hotel, several large stores and facilities for the securing of supplies for the inhabitants of the northern district.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) P. R. A. BELANGER.

APPENDIX No. 16 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF EDGAR BRAY, D.L.S.

RESURVEYS IN MANITOBA.

OAKVILLE, ONT., April 28, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour, in accordance with your instructions, to submit the following report on the resurveys of parts of townships in Manitoba, being township 20, in ranges 3, 4, 5 and 6; township 19, in ranges 3, 4 and 5; township 18, in range 2, and township 17, in range 1, all west of the principal meridian.

My instructions were received at Oakville, Ontario. I left that place on August 2, 1905, and arrived in Winnipeg on the 4th, where supplies and part of the transport outfit were purchased and the party organized. I was prepared to go to St. Laurent on the train of the 11th, but as part of my party did not appear, I was compelled to wait for the next train (which was on the 15th), and in the meantime to hire new men.

At St. Laurent we went into camp and put the wagons, &c., together. Some trouble was found in getting suitable horses at suitable prices, but a fair lot was bought and delivered on the 18th. On the 19th (Saturday) we loaded our supplies and moved camp to Clarkleigh, where I arranged for temporary storage of all surplus provisions, &c., and on the 21st we again moved camp to Lily bay. On the 22nd I commenced the survey of township 20, range 6, by chaining part of the north boundary of that township. Afterwards the survey was continued as rapidly as circumstances permitted, until the completion of the work on December 1, 1905. In accordance with your instructions, I tried to get the views of the settlers with regard to the work, and was always willing to discuss the matter with anyone interested. I soon found, however, that most of the improvements had been done according to D.L.S. Martin's survey, and the opinion seemed to be almost unanimous that Martin's survey should be confirmed, though nearly all were willing to accept Wagner's survey sooner than have no definite boundaries of their lands.

In only the following cases was I requested to adopt Wagner's survey, viz.: Northeast quarter, section 30, township 20, range 6; northeast quarter, section 12, same township; east boundary of section 16, township 20, range 5; northwest quarter, section 32, township 19, range 3, and a settler on northeast quarter, section 12, township 19, range 3. In the first of these cases the settler on section 30 claimed that

Wagner's line marking the east boundary of that section was about two chains west of the boundary as run by Martin. This did not seem probable, but after consideration I wrote to the settler, offering to return and establish Wagner's corner posts if he would get the necessary evidence showing where those posts formerly stood. As I received no reply, I left the matter as it now stands.

Again, in section 12 of same township, the settler on the northeast quarter-section wanted Wagner's survey because the quartering line running east and west passes through his house. It appears on examination that Wagner's line differs so little from that of Martin's, that, in either case, the house would stand on two quarter-sections. I did not make any change in this case for the reason that any change would not satisfy the owner, because he wants the line run as much as four chains south of his house.

In the case of the east boundary on section 16, township 20, range 5, I found an error of 6·84 chains in the position of the quarter post and a corresponding error in the marking on the witness post for the northeast corner of section 9. The parties interested were not at home, but as the fencing seemed to have been done according to Wagner's survey, I adopted that survey, and made post and pits 6·84 chains north of Martin's corner and moved iron witness post and trench 16 links south and changed the markings from XII. S. to V. S. The settler on section 32, township 19, range 3, claimed to a post said to have been planted by Wagner as the northeast corner of section 31. After doing some chaining to satisfy myself, I allowed his claim. Therefore the northeast quarter of section 32 is north 1·90 chains and east 2·96 chains of the same section as surveyed by Martin.

In the last case the settler on the northeast quarter of section 12, township 19, range 3, seems to believe his section post should be about eight chains north of the corner located by Martin's survey. Here a difference of two or three chains might be expected, but a difference of eight chains is absurd. At all events, as the owner was not at home, and no marks could be found to support his claim, Martin's survey was not changed.

The outlines only were resurveyed in township 19, range 3, and township 19, range 4, and little more than the outlines of township 20, range 3. Excepting in the one case mentioned, the settlers along my line wanted Martin's survey, but the result will not suit the settlers on the remaining sections unless a complete new survey is undertaken.

As the character of the country has been described in the report of the surveyor who made the original subdivision survey, I will only briefly report that the land is generally nearly level, and has a good soil, but as the soil is shallow and stony and also has a gravel subsoil the country cannot, in its present state, be classed as suitable for raising grain, though I noticed a number of cases where wheat and oats had been sown and the crops gave good returns. However, having regard to the expense involved in clearing the land of stones, &c., it would seem that these townships are naturally better suited for cattle raising and dairy farming than for any other special purpose. At all events, the raising of cattle has been almost exclusively followed by the settlers for some years, and it is only lately that raising grain has been attempted.

The country along the northern sections of townships 20, in ranges 3, 4, 5 and 6, is mostly scrub or timbered land, with hay swamps and marshes. Going south the timber gradually becomes scarcer and the country more open, so that in the southerly sections of townships 19, ranges 3, 4 and 5 we find prairies dotted with scrub or small poplars. Township 18, range 2, and township 17, range 1, are mostly scrubby with some woods of poplar. The timber is generally of little value except to the settler, and is not, in quantity, more than sufficient for the immediate needs of the occupants of the land.

Hay swamps plentifully distributed over these townships afford excellent pasturage and large quantities of hay of good quality. The supply of surface or swamp water has been generally sufficient for the needs of settlers. However, the main dependence for water is now on wells, as a good supply of water, of good quality, can almost always be found on any quarter section. Running streams are very scarce.

Wood is the only fuel available at present. The supply is not more than will be needed by the settlers.

I finished the survey on December 1, and on the 2nd started for Oak Point, where we arrived on the 3rd. At this place I arranged for wintering the horses and storage of outfit. I paid off the party in Winnipeg on December 6, and arrived at home on the 9th.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) EDGAR BRAY, *D.L.S.*

APPENDIX No. 17 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF LENNOX T. BRAY, D.L.S.

SURVEYS IN MANITOBA AND EASTERN SASKATCHEWAN.

AMHERSTBURG, April 17, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report, on the surveys I made last season in various parts of Manitoba and the eastern part of Saskatchewan.

In accordance with your instructions of April 4, 1905, I left Amherstburg on April 27, and proceeded to Virden, Manitoba, where my outfit had been stored and horses wintered the fall previous.

After fitting out I started for townships 15 and 16, range 16, west of the principal meridian, arriving at Franklin on May 8, where I was held up a couple of days owing to bad weather. Here I was joined by Mr. J. Shepley, my assistant, and on May 11 I started my work of retracing in township 15, and completed this and township 16 by May 20.

May 22 I started with outfit to Strathclair and thence into townships 18, ranges 21 and 22, where the work of retracing and restoring was carried on throughout these townships. On the completion of this work I proceeded, under your instructions of July 15, to township 11, range 21, west of principal meridian, and made a traverse of those portions of Assiniboine river running through sections 10, 11 and 2 in that township.

I then started for township 10, ranges 31 and 32, west of the principal meridian, but as the roads were very heavy, owing to the rains, I was compelled to put on an extra team at Virden, and arrived in township 10, range 31, on September 19, where the work of retracing and restoring of this and township 10, range 32, was carried on.

On the receipt of your telegram dated October 1, after completing the work in these townships, I moved into Virden on October 19, and arranged for the wintering of the horses and storing of the outfit. Here I paid off most of my men and then went to Neepawa, where I hired a team, and with the remaining men did some rechecking in townships 15 and 16, range 16, west of the principal meridian. Closing up field operations on October 30, I started for home.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) LENNOX T. BRAY, *D.L.S.*

APPENDIX No. 18 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF R. W. CAUTLEY, D.L.S.

SURVEY OF THE SIXTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

EDMONTON, November 30, 1905.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to make the following report on my survey of the sixteenth base line between the fifth and sixth meridians. I left Edmonton with my party on November 11, 1904, and proceeded to the sixteenth base line by an excellent wagon road through St. Albert, Ray and Rivière Qui Barre. From the latter point the road is very bad in places, especially in the heavily wooded vicinity of Deadman lake, until it reaches the crossing of the Pembina river, where it ceases to be a wagon road altogether and is known thenceforward as the Swan hills trail to Lesser Slave lake. The Swan hills trail was originally run in the early days of the Klondike excitement, and, until the present year when the government has established current ferries across the Pembina and Athabaska rivers, has been very little used since, so that we had to do a good deal of road making in order to get the heavily loaded wagons through. We arrived at the sixteenth base line on November 18, 1904, near the centre of range 4, west of the fifth meridian. From November 19 to December 13 inclusive I resurveyed that part of the base line already surveyed by Mr. Fontaine to the crossing of Athabaska river, while the party were engaged in cutting a trail and moving our stores and horse feed over it. On December 14 we crossed the river and continued the line without interruption until March 3, 1905, when it became necessary for me to go into Edmonton for more men, horses and supplies, leaving the work in charge of my assistant, Mr. P. A. Carson, whom I have found to be thoroughly competent, and who has unfailingly shown himself to be ready and willing to do anything in his power to further the work. At this time, March 3, the winter, which had been a very mild one throughout, was practically over; heavy rain had fallen for ten hours on February 25, and a steady thaw had set in ever since, so that almost all the snow had disappeared and the streams and rivers were flooded with from six to eighteen inches of water running over the ice. I fully expected that it would turn cold and snow again, so as to make sleighing possible, but it remained warm and fine, and I was therefore obliged to take in all necessary supplies by pack train. Under the circumstances, I bought ten more pack horses to bring my own pack train up to what I considered an efficient state, in view of the size of my party and its distance from the base of supplies, and also having hired some Indian packers, arrived in camp again on April 3. From this time the work was uneventful until May 18, when I completed my line and found that the sixth meridian had not yet been run so far. Our return journey, as far as Athabaska river, was very slow, owing to the weakness of the horses, which were suffering from lack of feed and foot-rot caused by standing about in the wet muskegs, so much so that several of them died. At Athabaska river, however, we built a boat and a raft, and having started the horses home with the packers by the trail we had come out on, the rest of the party, with almost all the outfit, started down the river on June 7 for Athabaska Landing, a distance of about 240 miles by the river. From Athabaska Landing there is a good wagon road to Edmonton, and the whole party arrived in town on June 15, after rather more than seven months in the field. During this time I resurveyed forty miles and surveyed one hundred and twenty miles of new line, but it must be remembered that from beginning to end of the survey it was necessary to cut a trail through solid bush and windfalls to move camp and supplies over, and that one-third of the entire party's time was occupied in so doing.

The whole country through which the line ran is covered by thick bush or brulé, with an unusual amount of dead and wind-fallen timber all through it. The surface consists of an undulating plateau from two hundred to four hundred feet above Atha-

baska river, and there are large areas of spruce and tamarack muskegs which become more numerous towards the western end of the line, until, after leaving Little Smoky river, in range 22, the whole surface of the country consists of large muskegs alternating with gravel ridges covered with moss and stunted pine. With the exception of some very good bottom land along Athabaska river, I did not see any land, after crossing the river in range 7, that is suitable either for farming or stock-grazing, and it is the poorest country for horse feed that I was ever in.

On the other hand, there is a good deal of timber that cannot fail to be valuable as soon as there is any demand for it at some down-stream point on the river, or a railway opens it up to the markets of Alberta. Spruce timber suitable for lumbering purposes occurs in valuable quantity in ranges 12, 16 and 17, and along the banks of Athabaska and Little Smoky rivers. Besides this highest grade of timber, there is a practically inexhaustible supply of smaller stuff suitable for railroad ties and fence posts. From range 15 to the sixth meridian there is a great deal of pine, which some of the best woodsmen I had with me called white pine, and declared to be almost identical with the white pine they had worked amongst in eastern lumber camps. This pine has a smooth black bark, clear white grain, grows very straight and is generally sound at the heart, but although there are numbers of trees over eighteen inches in diameter at many places in the line, as a general rule the timber is small, and there are not enough sizable trees in any one locality to make lumbering profitable. Besides the spruce and pine mentioned, there are a great many poplar, some birch and balsam firs in ranges 16, 17 and some of the ranges to the west of these. Devil's club occurs quite frequently, this being the first time I have noticed it in Alberta.

There are only a few Stoney Indians scattered throughout this district, and no white settlers, the state of the country makes it impossible to travel through, except on the river; and with the exception of the lynx, of which there are a great number, the country seems to be almost destitute of game or fur; members of the party saw two moose at different times, some beaver and a few lynx, but it is evident, from the absence of tracks in the snow, that there are very few animals except rabbits and the lynx that live on them.

There is a singular absence of lakes in this region, none of any size having been crossed on the line, but there are a number of small streams besides Christmas creek in range 10, Carson creek in range 12, Cautley river in range 12, and Little Smoky river in ranges 20, 21 and 22, all of which are fair-sized streams with well defined valleys and full of large trout, some weighing six pounds having been caught by members of the party.

Athabaska river, upstream from its intersection with the sixteenth base line in range 7, is very much cut up by bars and islands, where the water is all in one channel it has an average width of 12·00 chains, but in many cases the bed of the river from bank to bank is half a mile in width, and sometimes much more. Floating down the river at high water this spring we ran, on the raft, from a known starting point to the intersection of the sixteenth base line in range 7, a distance of sixty-five miles, allowing for bends in the channel, in exactly twelve hours, which gives a current speed of 5·4 miles per hour, but after the first day's run the current was much slower, probably not more than three and one-half miles per hour. During an ordinary stage of the water the current would be about thirty-three per cent less than the above figures.

While coming down the river in the spring we met two parties of placer miners, one of which was working at the time; these latter were wheeling gravel down to the water from the top of the bank at the edge of vegetation, from which it was evident that they were mining float gold, and indeed what I saw was very fine, but they appeared to be satisfied with the result. On Little Smoky river and along the Athabaska there are abundant evidences of coal, small seams being visible in the cut banks and heavy pieces in the beds of the streams.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) R. W. CAUTLEY, *D.L.S.*

APPENDIX No. 19 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF R. W. CAUTLEY, D.L.S.

SURVEY OF THIRTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

EDMONTON, April 30, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on my survey of the thirteenth base line, made under your instructions dated November 21 and December 7, 1905.

On December 15 I commenced to get my outfit together at Edmonton, and on January 3, 1906, the outfit left Edmonton for Mewassin, where I hired some farmers and their teams to haul horse feed, and proceeded up Saskatchewan river to its intersection with the thirteenth base line; at this point the banks of the river are very steep and rough, and the only place where it was possible to cut a road off it, was about two and one-half miles down stream from the line. From the river we cut about twelve miles of road through very heavy brulé and windfalls, finally arriving at the point of commencement on January 19, 1906.

From January 19 to March 17 the work progressed without interruption through nine ranges, making a total of fifty-four miles of original base line surveyed.

On March 19, I started back over the only possible road,—that which the entire party had spent more than one-third of the season's work on,—and when I reached the Saskatchewan, travelled on it all the way to Edmonton, where I arrived on March 28, and paid off my party.

In ranges 9, 10, 11 and the easterly half of 12 the soil is generally good and surface evenly rolling, although very much encumbered with dead and wind-fallen timber, but beyond this the country through which this line passes is composed of sandy pine ridges alternating with muskeg, and is very poor. After leaving the tributary of Pembina river which the line crosses in section 32, range 11, the elevation gradually but steadily increases until the end of the line surveyed, which is within forty miles of the summit of the nearest range of mountains toward the southwest, and probably within fifteen miles of regular foothills. As the mountains seem to lie almost due northwest and southeast, it follows that the end of the line is still a long way from mountainous country towards the west, and can probably be extended another twenty-four miles before even entering the foothills.

The whole country through which the line passes is covered with timber, mostly brulé, and in many cases wind-fallen for miles to such an extent that, except in the case of a large and thoroughly equipped party, such as I had, to cut road, it is impracticable to travel through it at all. Most of this timber is second growth, and although there has been very heavy spruce, jackpine and poplar timber in many places at some former time, a fire, or more probably a succession of fires, has so devastated the greater part of this territory that there is no milling timber at the present time, and very little that is of value for secondary purposes such as railway ties or fence posts.

Although most of the country traversed is very close to the height of land between the Saskatchewan and Athabaska rivers, it is quite sufficiently watered by a number of small spring creeks. Pembina river which occurs in range 9, and a large tributary of the Pembina which crosses the line in range 11, are the only streams of importance, and there are no lakes of any size.

There are no settlers or Indians in the vicinity of the line, and the absence of tracks in the snow indicates that there is very little game such as moose or cariboo, while on the other hand there are many lynx, and some fox, beaver and otter. The winter in this part of the province has been even more mild than last winter was, and I cannot conceive of a more beautiful winter climate anywhere,—clear, bright and mild. Farmers all over the country find themselves with full hay stacks, put up for

stock feeding during the past winter, but which were never used because stock continued to do well outside all winter, and in fact the only people in this part of Alberta who were dissatisfied with the weather were those who depend on the winter snow for transportation purposes, particularly lumbermen who have hardly been able to get out any logs for the two past seasons.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) R. W. CAUTLEY.

APPENDIX No. 20 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF W. A. DUCKER, D.L.S.

SURVEYS IN SOUTHERN MANITOBA.

WINNIPEG, May 2, 1905.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—In accordance with instructions dated December 19, 1904, I surveyed portions of townships 6, 7 and 8, range 11; 6, 7 and 8, range 12; part of township 8, range 10, and part of township 7, range 14, all east of the principal meridian.

These townships were most easily reached by the Dawson road from Ste. Anne.

Over seventy-five per cent of the total area is swamp, which Mr. Jukes and myself, as commissioners, have awarded to the province of Manitoba. With the exception of a little fairly good land along part of Whitemouth river, the district is not suited for settlement.

Most of the soil on the dry portions is very light sand which, if cultivated, would drift badly and does not appear to possess the necessary strength for raising any kind of crop. The soil of the swamps is chiefly a kind of peat overlaid by several inches of moss and is too wet for cultivation unless cleared and drained. The peat beds seen do not appear to have the necessary depth to render them valuable for fuel purposes, though they were not tested except in a very few instances. In some places the peat contains a large percentage of silica.

The large timber has been nearly all removed for lumber or fire-killed, and only a very small proportion of that left is over eight inches in diameter. The ridges are partially open and the balance timbered with jackpine and a little poplar. The greater portion of the swamps is timbered with spruce and tamarack in which the black spruce strongly predominates, though there are considerable areas of tamarack suitable for fuel purposes which would become valuable should a railway be built through the district.

A more detailed account of each township will be found in the end of the field books.

(*Note.*—These descriptions are published as part of appendix No. 44.)

Yours respectfully,
(Sgd.) W. A. DUCKER, *D.L.S.*

APPENDIX No. 21 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF A. DRISCOLL, D.L.S.

SURVEY OF THE SEVENTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

EDMONTON, ALTA., November 1, 1905.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—In connection with the survey of the seventeenth base line from the fifth meridian west to range 19, which work you entrusted to me during the past winter, I have the honour to submit the following report:—

My party was made up, and left Edmonton on the 9th day of December last, followed by myself a short time afterwards. We followed the Edmonton-Athabaska Landing trail to a point opposite the seventeenth base. At this point I paid off the teams transporting the bulk of my supplies, and introduced my pack animals to flat sleighs, and judging from their actions is was apparently their first experience, but after a few days they became accustomed to the work and were drawing from four to five hundred pounds each. By the end of December we had reached the intersection of the seventeenth base and the fifth meridian with all our supplies, and commenced the survey in view.

Having cleared out the fifth meridian for some distance, an approximate angle was turned off from the iron post which was found in good condition at the northeast angle of township 64, range 1. The line from there west was carried through a district but little seen except by Indians and trappers, and traversed for the greater part a rolling country with numerous muskegs, except along the Pembina and Athabaska rivers where tracts of fair land were to be seen, which were formerly covered with a heavy growth of spruce but are now in a wilderness of brulé.

The character of the country remained unchanged until the Edmonton-Peace river trail, in township 64, range 5, was reached. At this point, however, the ground rises, and having been swept by fires for a number of years past, the soil has been cleared and shows a good growth of grasses, which was a very welcome change to my ponies which had been subsisting mainly on muskeg grass for some time.

I had expected to meet teams on this trail with supplies for the continuation of the survey westwards, but learned from an Indian who had just come through that the teams were stalled at Athabaska river on account of the trail between being filled in with fallen timber, and could not proceed without further assistance. I therefore set my men to clear it out, leaving my assistant with a small party to continue the line, and took advantage of the delay to go to Edmonton to arrange for the balance of the supplies needed.

I might mention here that this trail referred to was constructed by the Northwest government during the Klondike rush and for that occasion, and it was neglected after the following year in favour of the Skagway route and for humanity's sake. During the past summer, however, the local government have replaced the ferries across Athabaska and Pembina rivers, and the Dominion Government has undertaken the reconstruction of this road through to Slave lake, where connection is had with a road being made by the Northwest Mounted Police through to Dawson for the purpose of an all Canadian route and policing the north country.

Having cleared the trail as far as my camp sufficiently to get in my supplies, the survey was proceeded with and continued as far west as section 33, township 64, range 19, west of the fifth meridian, where we crossed Sturgeon lake trail, and which was reached on April 5 last. By this time I was in somewhat of a predicament, having only some ninety pounds of flour and a less amount of bacon, and being some two hundred and twenty-five miles from Edmonton it was questionable if we would have sufficient to carry us out; it was necessary at all events to discontinue work, so the following morning we started for Edmonton.

The country from the Peace river trail to where I quit work may be described as in the same condition as when Mr. Horetzky reported it as being worthless for agricultural purposes, consisting of rolling sand hills clothed with small jackpine, and muskegs with scrub spruce and tamarack. The valley of Freemen's river, which we followed for some distance in ranges 10 and 11, contains spruce in small quantities up to thirty inches in diameter, but not sufficient for commercial purposes. Where we finished work in range 19, the country seemed about to change for the better. We were then on the slope of Smoky river, a tributary of the Peace, and open spaces of prairie were to be seen. Another good indication of improvement is the presence of several trial line surveyed by the Grand Trunk Pacific railway in anticipation of putting a line through here. Thanks to their efforts, the trail to Edmonton was in fair shape for pack horses.

I might close my report with a few remarks on the transportation question as applied to this work during the winter season. I fortunately did not attempt to cut a trail for teams, as I found out afterwards that that would have been practically impossible. I provided myself with flat sleighs one-half inch thick and ten feet long and twenty inches wide, and depended on them to see me through, also taking along pack saddles to be used on the disappearance of snow and for returning to Edmonton. A stout pony has no difficulty in drawing from four hundred to five hundred pounds on one of these sleighs through almost any kind of country provided a reasonable trail is cut. They can cross a fair amount of fallen timber, and swing around stumps and trees in a surprising manner. After the first horse has broken the trail it becomes much easier for the rest, and the following morning it becomes a regular ice shoot, when it is an easy matter to get up the heavier articles. By the use of these sleighs the horses are much easier kept than by using pack saddles.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) A. DRISCOLL, *D.L.S.*

APPENDIX No. 22 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF C. C. FAIRCHILD, D.L.S.

SURVEYS IN WESTERN ALBERTA.

BRANTFORD, April 16, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—Acting under instructions dated May 31, 1905, I proceeded from Brantford on June 9 to Calgary, where I procured an outfit, and thence on to Kananaskis, where my work began.

I made the resurveys and the new surveys in townships 24, ranges 8 and 9, west of the fifth meridian, including traverses of Bow and Kananaskis rivers and a small lake in township 24, range 8, and then proceeded with the surveys required in township 24, range 10 ; townships 25, ranges 10 and 11, and township 26, range 11.

I also made a number of surveys for Mr. Douglas, superintendent, of villa lots in Banff, where the old stakes were lost, and a survey of Grand View Villa hotel for the department.

One of my chief difficulties was the keeping of my horses owing to the fact that little of the Canadian Pacific railway is fenced and the river valley being narrow with scant vegetation suitable for feed.

On December 9, we proceeded to Morley to make a connection as instructed, on the west boundary of the Morleyville settlement.

The outfit was sent down on a sleigh and pack horses, but a chinook wind swept off all the snow before we arrived, and I was forced to ship everything except the horses by rail.

As I did not complete the survey of all the townships in the vicinity of Banff, I sent the camp outfit and rigs to Brewster Brothers, of Banff, for storage, and the horses were left to be wintered with J. W. Wood, at Dogpound.

Many of the lines run reached the top of the mountains along Bow river, and some I found it impossible to survey.

All of the work lay within the bounds of the Rocky Mountains Park, and all as well between the foothills and summit of the Rocky mountains.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) C. C. FAIRCHILD.

APPENDIX No. 23 TO THE REPORT OF THE SURVEYOR GENERAL.
REPORT OF LOUIS E. FONTAINE, D.L.S.

FOR SURVEYS IN NORTHERN ALBERTA.

Lévis, Que., March 21, 1906.

E. Deville, Esq., LL.D.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit the following report on the surveys executed by me in northern Alberta during the last season, all of which were made in conformity with your instructions dated April 6 last.

On April 24, I left Lévis for Edmonton, Alberta, where I made a short stay for the purpose of engaging men, ordering supplies and necessary repairs made to the transport outfit. These preliminaries being attended to and my organization completed, owing to the prevalent rains I was obliged to postpone my departure until the 13th day of May. On the last named date, conditions being favourable, I left Edmonton by way of Sprucegrove, Stonyplain and Mewassin, and from there proceeded to the southeast quarter of section 6, township 52, range 3, west of the fifth meridian, where I was to begin the traverse operations in the said township and range.

At the starting point on account of the thick smoke emanating from smouldering embers remaining from the conflagration which had lately been raging in this vicinity, a few days elapsed before operations could be carried on effectively, but eventually we had three days' heavy rain which cleared the atmosphere, and hereafter the work proceeded successfully and uninterrupedly.

My next move was to proceed to township 52, range 2, west of the fifth meridian, where I was called upon to perform the traverse of a certain number of lakes left over when the subdivision of the township was made. In order to achieve this purpose, I first made an exploration so as to get a preliminary location of said lakes. This being accomplished, I came to the conclusion that owing to the number and the extent of some of them, this work could not be proceeded with unless I could procure boats. Notwithstanding my inquiries none could be had in the vicinity, and I had almost decided to postpone the operations till fall when I found that lumber could be procured from one of the settlers; thereupon I immediately purchased the necessary material,

and set my party at work building two boats (punts), and by the use of them I successfully carried on the survey.

The next operation was the retracement of township 53, range 3, together with the traverse of a few lakes in said township.

In this township, excepting the traverse of Muskeg lake, where piles had to be driven into the ground at all instrument stations, no other difficulties had to be contended with during the operations.

Your subsequent instructions called for the restoration survey of township 50, range 4, west of the fifth meridian.

In proceeding with this work, I must say that all section lines previously run on the north side of Saskatchewan river could only be followed in the islets of green timber spared by the lumbering operations and fire. Posts and monuments were not to be identified. I therefore opened the outlines of the township excepting the south boundary, as directed. This being accomplished, I made a totally new subdivision of the township, obtaining at the same time from the few settlers therein their consent, in writing, to the re-establishment of the new boundary corners.

(*Note.*—Descriptions of the townships surveyed have been taken from this report and published as appendix No. 44.)

On the conclusion of this last operation, the season being well advanced, I decided to return to Edmonton, where I discharged the party on December 11.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) LOUIS E. FONTAINE.

APPENDIX No. 24 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF GEO. A. GROVER, D.L.S.

RESURVEYS IN MANITOBA.

129 William Street,
Kingston, March 30, 1906.

E. Deville, Esq., LL.D.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit the following report on my past season's work on resurveys in Manitoba.

Under your instructions dated May 2, 1905, I left Kingston on the 5th, and proceeded direct to Yorkton where I met Mr. Belanger, Supervisor of Surveys. We proceeded to Theodore, where Mr. Belanger's outfit was stored, and I shipped the part allotted to me direct to Winnipeg Beach in charge of a man whom I had engaged in Yorkton.

My instructions were to outfit in Winnipeg, but owing to the state of the roads I shipped everything by freight to Winnipeg Beach, buying four additional horses at West Selkirk. Horses were scarce and high priced.

I left Winnipeg Beach on May 20, and started work in township 21, range 3, east of the principal meridian (where my first work was) on the 26th, and finished retracing and reposting the lines on July 13. This township had been carelsssly surveyed and marked only with wooden posts, now mostly destroyed. The old survey was thus rather a hindrance than any assistance, and I think a resurvey would have been more satisfactory.

During the early part of the season I was retarded by rain, which in such a wet country was very troublesome.

On July 14, I started for my next work, in township 18, range 1, west of the principal meridian, going around by Gimli and Teulon, and reaching the work on the 19th. For the balance of the season I was engaged on resurveys in townships 18, 19 and 20, range 1; townships 19 and 20, range 2, west of the principal meridian, and township 18, range 1, east of the principal meridian; all of which had been originally subdivided over twenty years ago, and were recently resurveyed in part by A. F. Martin, D.L.S.

The settlers in these townships were reported to be in confusion owing to a double set of lines, but the only case of the kind I found was in township 19, range 2, west of the principal meridian, where there were three settlers prior to Martin's survey who claimed the new lines were in error. I found that the error was really in the old lines, but in one case, viz., about section 4, township 19, range 2, I deflected the lines so that the section is governed by the original posts. There were no settlers adversely affected by any changes I made.

Following my instructions, I then retraced and remeasured all Martin's lines in the townships allotted me, and did in addition some resurvey, finishing the resurvey of township 18, range 1, west of the principal meridian, and doing as much as time permitted in township 18, range 1, east of the principal meridian, and in township 19, range 1, west of the principal meridian. In these resurveys I did not attempt to use the original survey, as the posts were mostly lost and would have only confused the survey if found, but I joined up Martin's posts in accordance with the Manual.

I stopped work, and pulled into Teulon on December 4, stored my outfit with W. C. McKinnell of that place, took train to Winnipeg, paid off my party and reached Kingston, December 11.

The fact that the assistant, promised me in my instructions, was not furnished me, not only made the survey unnecessarily laborious for me but was not economical of time, as the nature of the work demanded that I see many of the settlers, and the camp work demanded a great deal of attention to understand what had previously been done and to avoid errors.

In conclusion, I would urge that the resurvey of these townships be made complete, and that patents be granted only subject to such resurvey. The settlers are very anxious to have the further resurvey, and it would seem to be best from a departmental standpoint, as the old survey is almost entirely obliterated.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) GEO. A. GROVER, *D.L.S.*

APPENDIX No. 25 TO THE REPORT OF THE SURVEYOR GENERAL.
REPORT OF ERNEST W. HUBBELL, D.L.S.

SURVEYS IN THE PROVINCE OF SASKATCHEWAN.

OTTAWA, January 30, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report of my field operations during the past season in the province of Saskatchewan.

In compliance with your letter of instructions dated May 1, 1905, I telegraphed to Edmonton, where my outfit was stored upon completion of field work last season, and

had it conveyed by rail to Moosejaw (my organizing station), where I found it awaiting me on my arrival on May 6. With the aid of two men engaged for the purpose, we unloaded the car, put wagons and harness together, and pitched tents that day.

The following week my party arrived, and was under canvas by the 11th. In getting our outfit in shape much delay was caused by continuous rains and snow, everybody and everything around camp being covered with mud. Prior to this the weather had been ideal, but it now suddenly changed and became cold and wet. The dust was flying in the streets of Moosejaw in early April, and at that date considerable ploughing and seeding had already been done in this district. But although that kind of weather may be favourable for spring ploughing, &c., it had the effect of retarding the growth of pasture, there not being sufficient grass to keep sheep until the middle of May.

Shipping part of our supplies by rail to Chaplin (54 miles), we pulled out of Moosejaw on Monday, May 15, en route for township 22, range 7, west of the third meridian, following a good trail that almost parallels the main line of the Canadian Pacific railway as far as Chaplin and thence turning northwesterly, taking with us the supplies and iron posts previously shipped to Chaplin. We arrived at our destination, a total distance of eighty-five miles from Moosejaw, on May 18. Camp was pitched in section 14, on the edge of a large marsh or slough (shown on the township plan as a lake), and we commenced work the following day (the 19th) by running the east boundary of section 3, and finished the resurvey of the township on June 5, having surveyed fifty-two miles.

The township is open prairie, and fairly level, excepting the western portion, which is hilly and broken on account of the numerous ravines running into the south branch of Saskatchewan river, which meanders through this township from south to north, flowing northerly. With the exception of a few scattered bluffs of small poplar and some cottonwood in the ravines mentioned, there is no wood of any description. The soil is light and sandy throughout, excepting along the river, where it is nearly pure sand. All, or nearly all, the quarter-sections were homesteaded, principally by a colony of Germans, who were building a small village on the northeast quarter of section 22, and, until my arrival, could not locate their homesteads, as the survey corners throughout were obliterated, lost, or not marked in any distinguishing way. A well-beaten and good trail from Swift Current to Saskatoon runs through this township.

On June 6 we moved camp to section 30, township 22, range 6, west of the third meridian, commencing work the following day by running the north boundary of the township, and finished the resurvey, covering sixty-six miles, on June 19.

This township is open prairie, level and undulating, and is without one stick of timber or bush of any description. The soil is rated as second-class, it being of a light sandy loam. A few of the sections were entered for homestead at the time of survey, but no improvements were visible.

Whilst at work in these two adjoining townships, we dug wells for drinkable water, and hauled firewood a number of miles. Hardly any water and but few sloughs are in these townships. Nearly all the hay is obtained in this vicinity from the big slough or marsh indicated in section 14, 23 and 24, in township 22, range 7, west of the third meridian. This is an excellent ranching country, and the few ranchers located here do not care to see settlers coming in. Antelope are quite numerous; also coyotes or prairie wolves.

During the survey of these townships we found but two iron posts properly marked, these being township corners. The obsolete method of marking the boundary corner with tins placed on the iron posts was in practice at the time of the original survey of these townships some twenty years ago. These tins had all disappeared, as well as many of the iron posts, and a land-seeker in order to determine a quarter-section had to *first* find a township corner, then trace up the old line of mounds—a rather difficult undertaking for the inexperienced settler. The original survey of these townships was indifferently done, the line of mounds being crooked, out in azimuth, and the chainage most discouraging. Nearly all the original mounds were either obliter-

ated or lost, and it was only by careful chainage and long technical experience that a surveyor could distinguish them from similarly shaped hillocks in which the country abounds.

The result of the twenty-two working days on the lines was the resurvey of one hundred and eighteen miles, an average of 5·36 miles per day.

The nearest post office to the above work was 'Log Valley,' distant twelve to sixteen miles, and at which the mail is delivered once a week. The nearest telegraph and express office was Herbert, situated on the main line of the Canadian Pacific Railway, distant thirty-five to forty miles according to the location of our camp.

It might be well for me to place on record the fact that the country surrounding this locality for many miles requires resurveying very badly, the survey monuments being in a condition similar to those in townships resurveyed by me, and it being now impossible even for an experienced man to determine from the mounds (which are not marked) where he is. How much more difficult must it be then for the settler, who is not conversant with our various markings and systems of survey, and loses valuable time in the spring endeavouring to locate the boundaries of his claim before he can proceed safely with ploughing and seeding.

Following your instructions to resurvey township 18, range 17, west of the second meridian, we commenced on June 20 our journey there by trail, travelling a distance of one hundred and fifty miles, which was accomplished in six days, pitching our camp in section 9 of the above township on June 26. The weather and trails were not any too good, as June is the rainy month.

The following day we commenced the resurvey of the above township by running the north boundary of township 17, range 17, west of the second meridian, and completed our work on July 15 (sixty-six miles) in sixteen actual working days, averaging 4·12 miles per day.

The soil is first-class, being a rich, black loam, with sandy clay subsoil. The surface is generally level, with considerable bush, possibly one-fourth of the township being covered with small second-growth poplar and willow, located for the greater part in the northern portion of the township.

There are several creeks and numerous sloughs or pot holes. The water in these is fresh and good. Firewood is very scarce, it being obtained by the settler from the Indian reserve to the north.

This township is mostly under cultivation, and some of the crops, I was informed, yielded as high as forty bushels of wheat to the acre. The flourishing town of Balgonie is situated in section 3, and the main line of the Canadian Pacific railway runs across the township from east to west.

In this resurvey we found that the original survey had been fairly well done, but so long ago that the survey monuments urgently required renewing. At only one corner was an iron post found, and at many of the boundary corners there were two or more sets of mounds and pits. The incorrect ones were demolished after their positions had been entered in the field book. These 'double headers,' as can be readily imagined, caused considerable confusion among the settlers, but only in one case had the incorrect boundary corner been adopted. Most of the rejected mounds had been ploughed up. Several of the corners could not be renewed, as they were covered with tons of immense boulders and stones. I presume that the farmers thought that, by dumping all the loose stones from their quarter-sections at the corner boundaries, these boundaries would remain well preserved; if so, they most effectually accomplished their purpose, only, the 'exact' position of the boundary is now almost impossible to locate. However, this is of minor consequence, as there are fence posts at nearly every corner post site; which fence posts, I may add, were the bane of our life, as they interfered greatly with setting up the instrument over the corner post, while the barbed wire caused many an unexpected exclamation as a man gashed himself on the sharp wire points when digging the pits. Whilst engaged on this work we lost several days, owing to the heavy and continuous rain.

On July 17 we moved to township 20, range 17, west of the second meridian, and pitched camp on the southwest quarter of section 10 (where the post office of Hednesford is situated, not in section 28, township 19, range 17, as shown on our maps), and commenced work by running the north boundary of township 19, range 17, completing the resurvey of said township 20 (33 miles) on the 1st day of August, in eleven days, averaging three miles per day, partly through thick bush.

The surface of this township is generally undulating and about half covered with thick, green second-growth poplar and willow of small dimension. The soil is first-class, being composed of a rich, sandy clay, most suitable for wheat and vegetables. There are numerous small ponds and sloughs and a number of hay marshes. This township is all settled, and considerable cultivation is in progress.

Similarly as in township 18, there were several sets of pits at the boundary corners, and all but the correct ones we destroyed. The original township plan shows a road allowance of one chain between the township and an Indian reserve situated to the north. Upon examination it was found that no such road allowance existed. We, therefore, planted on each meridian a temporary wooden post on the south limit of the reserve, and marked on the north side 'I.R.,' the distance to each post from the nearest monument being entered in the field notes.

This imaginary line has been a bone of contention among the farmers in this vicinity for many years, and will, in consequence of my ascertaining that there is no road allowance, necessitate a change of areas on the original township plan.

The western boundary of the township was not retraced, as it is a line between the township and the Indian reserve. In my opinion the existing monuments on the west side should be moved a chain east, but having no instructions to destroy or move them, I left them as they existed, reporting the circumstances to you. I was also at a loss to know how they should be marked in their present positions.

During the resurvey of this township rain interfered considerably with the work.

Owing to the tremendous inrush of settlers,—large numbers of them in the very early spring, and as an evidence of the efforts of the department to meet with the utmost promptitude the requests of these new settlers for retracing of survey lines in districts where no surveyor was available at the moment for such urgent work, I found that in several cases I had to travel long distances from one point to another, to find perhaps on arrival at the latter some telegraphic instructions countermanding previous ones, and telling me to proceed still further to some more urgently needed survey. While this involved larger expense for transport, as well as considerable loss of time which might have been put in on actual line work, than would have been the case if the whole season's work could have been laid out at the start, it was no doubt unavoidable, and after all, the main point was to enable the incoming settlers to get on to their land with the least possible delay. In several instances the urgency of these scattered portions of work related to cases where the settlers had already been on their land for some time, but had not been able to find their corner boundaries.

On August 2, we started by trail for Prince Albert, about 300 miles distant, to resurvey township 45, range 24, west of the 2nd meridian, arriving at our destination on the 18th, after travelling sixteen consecutive days. Our route lay along the Prince Albert branch of the Canadian Pacific railway, and we had ample opportunity to view this beautiful, extensive and comparatively new wheat-growing country. We averaged about 20 miles a day of travel. The trails as a rule were good, and the weather, with one or two exceptionally terrific thunderstorms, was all that could be desired. The country through which we passed is only in its agricultural infancy, but the magnificent fields of ripening grain were simply wonderful. The soil, though inclined to be light, is most suitable for wheat and vegetables; and everywhere new settlers are appearing on the scene daily. When one considers that this country a few years ago was assumed generally to be apparently worthless, the change is all the more marked. Railway companies entitled to select lands in this district hardly considered it worth the expense of sending inspectors to look over the lands, and settlers looking for wheat lands totally ignored the tract for many years. All this is, however, changed

now, and the future possibilities of this wonderful stretch of rolling prairie as a grain-producing district seem incalculable. Towns and villages are springing up with mushroom rapidity, and are quickly attaining a solid basis. This vast tract of country is well watered by rivers, creeks and lakes. The most important towns along the line of railway are Lumsden, Craik, Davidson, Saskatoon, Rosthern, Duck lake and Prince Albert. The lakes and ponds abound with geese and duck, while prairie chicken and partridge are most plentiful at certain times of the year. Jumping deer, antelope, wolves, foxes, mink, lynx and muskrat are also numerous, but are gradually receding northward before the advance of the iron horse, the plough and the harrow.

We crossed the South Saskatchewan at Batoche, about twenty miles east of Duck lake. By a singular coincidence it was exactly twenty years ago, during the time of the Northwest Rebellion of 1885, that I passed through Batoche as a member of the Midland battalion, under command of the late Colonel Williams. There was little or no change observable at this charming spot, the half-breeds, who form the majority of the settlers just there, devoting themselves more to gardening, hunting and fishing, and occasional freighting, rather than to general farming work. I had the opportunity in passing through Batoche, of shaking hands with Gabriel Dumont, one of the historical characters of the rebellion, and found him as hale and hearty as he seemed to be twenty years ago.

From Batoche we proceeded to township 45, range 24, west of the 2nd meridian, where we arrived on Friday, August 18. The trails, being through thick brush, were quite bad in places.

We commenced work the following day by running the north boundary of section 31, finishing the work on October 3, having run 54 miles, all through solid bush composed of willow, poplar, dense underbrush of hazel and cherry, and some birch. So thick was the growth that the original lines had all become overgrown, and had to be cut out again, thus entailing as much work as on the original survey. A large sheet of water, comprising several square miles, known as Jumping lake, is situated in the southwest portion of the township. The water is unfit to drink. There are only a few settlers located in the northern part of this township, the balance being unfit for agricultural purposes, and water being very scarce, the hot weather which we experienced having dried up all the creeks.

Owing to the corner boundaries of the original survey being of wood, they were almost all destroyed by fire, or had rotted and been buried in moss and leaves, not one in ten being found. The original survey had evidently been very poorly done, the azimuth of the lines being considerably out, as well as the chainage. The few posts that we did find only served to make the work of correcting the survey the more difficult. The weather was exceedingly hot during the survey, with a great deal of heavy rain, and the first frost was noticed on September 2. Large numbers of elk, jumping deer and bear were seen.

On October 4, we moved camp eighteen miles to section 29, township 45, range 22, west of the 2nd meridian, and commenced work the following day by running the north boundary of section 29. We finished this township on November 6, having run 64 miles. This being under the old system of survey, every section had to be resurveyed. The surface of the township is level and rolling, partly covered with clumps of poplar and willow, excepting the southwestern portion of the township, which is all bush. The soil throughout is black loam, with a sandy clay subsoil. It is well watered by numerous creeks, lakes, and sloughs, and there is ample hay for the needs of the settlers to be obtained around the large marshes.

This township comprises a portion of the Carrot River settlement, and was first settled in the early eighties, consequently nearly all the lands are homesteaded and are now well cultivated. The Canadian Northern railway crosses the township through section 36, and the surveyed trail from Prince Albert to Carrot river also crosses the township in a southeasterly direction. Wherever possible, this trail was connected with the re-established monuments. The majority of the survey monuments were either obliterated or lost. Not one iron post was to be found in the township. I

subsequently heard that many of the mounds had never been built. In the days when this original survey was made, it was only requisite to build a trench around the mounds, (not pits as now required), and in course of time these mounds have gradually subsided into the trench and disappeared. At one point, the only mark I found, where there should have been an iron bar, was a small piece of the original post about six inches long. This was supposed to mark the northeast corner of the township.

We had our first snowstorm, lasting twenty-four hours, on October 9. Genuine winter set in on the 17th. By the 23rd all the lakes and sloughs were frozen over, and the weather was very cold. Before I left the township the settlers took the opportunity of expressing to me in writing their satisfaction at the action of the government in sending a surveyor to re-establish the corner boundaries of their homesteads, which for so many years they had been unable to find, and also took occasion to assure me of their great satisfaction with the way in which the resurvey work had been done for them.

A large body of water, comprising several miles in area, and known as Waterhen lake, occupies the southeastern portion of this township, and is simply a sportsman's paradise. The lake shown on the north boundary of section 24 was retraversed, as the original survey showed the lake in an inverted position.

On November 7, we commenced the resurvey of township 45, range 21, west of the 2nd meridian, and completed the work on December 13, having run 77 miles.

The surface of this township is comparatively level, low and flat in places, and about half covered with small second-growth poplar and willow suitable for fencing purposes. The soil is sandy loam, excellent for raising wheat, oats and potatoes. Innumerable lakes, ponds and sloughs are scattered over the township. Carrot river, a small stream about 100 feet wide and 2 to 6 feet deep, flows diagonally across the township in a northeasterly direction out of Waterhen lake. The water is not of the best quality for drinking. A portion of this river where it flows out of Waterhen lake we traversed. The Canadian Northern railway traverses this township from east to west. The thriving new town of Kinistino is situated on the southeast quarter of section 29, and has some fine buildings, including a bank, large hotel and fine railway station. As in the adjoining township, very few mounds were found. As previously stated, the mounds had evidently never been built. This caused considerable annoyance and more or less confusion among the settlers, who now occupy every quarter-section.

After completing the resurvey of this township, I traversed a portion of Carrot river and a small lake in sections 24 and 25, township 45, range 22, and then proceeded to Lake Lenore, 45 miles, and traversed therein an island of about 160 acres.

This work completed our field operations, and after storing my survey outfit and horses with Mr. J. Pollock, a farmer living near Prince Albert, I paid off my party and returned to Ottawa.

During my season's operations I resurveyed through partly timbered country 420 miles, in 139 actual working days, averaging a little better than 3 miles a day. I spent 41 days in travelling with my outfit between different allotments of work, comprising a total mileage of travel of 790 miles. During the season we had 46 days' rain, 12 of which were in June. Our first snowstorm was on October 9, and continued for twenty-four hours, but the lakes and marshes did not freeze over until the 23rd. October and November were ideal months for surveying, there being sufficient ice to carry one, thus averting the unpleasant but unavoidable task of wading through ice water. Strange to relate, the frost in the ground did not penetrate deep enough to interfere with fall ploughing, which was a daily occurrence until November 27, when we had a few days' cold snap, the lowest registration being 25° below zero, the Saskatchewan and Carrot rivers both being open until this date. From this out digging pits was a hard proposition, chopping the frozen earth with axes being the only adaptable and progressive method; but at best five men could only accomplish five sets of pits a day, not a very profitable undertaking.

Before closing my report, I beg permission to bring to your attention what I consider might be of interest to the profession in general, viz.:—

(1.) That the articles of agreement between the surveyor and his party should be printed in both languages.

(2.) That every surveyor under daily pay should enter at the end of his field book the number of iron posts used, both large and small.

(3.) That minors should not be asked to sign contracts or agreements.

(4.) That mounds should not be built at any place. My experience is such that I find pits last longer when no mounds are built, and to cattle seeking the woods for shelter and pea vine the sight of a heap of earth is most inviting.

(5.) That each member of the party be required to bring along with him and exhibit to the surveyor a doctor's certificate showing that he is in good health and physically fit for the employment. This would relieve the surveyor from considerable responsibility and anxiety, and the inconvenience of, as sometimes has happened, having to send a member of the party back home after the first few weeks of the survey from a point where it is impossible to replace him.

I cannot close this report without expressing my appreciation of the willing and capable services rendered by my assistant, Mr. J. B. McFarlane, who accomplished the work allotted to him in a most satisfactory and efficient manner.

I am, sir, your obedient servant,

(Sgd.) E. W. HUBBELL, *D.L.S.*

APPENDIX No. 26 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF A. W. JOHNSON, D.L.S.

SURVEYS IN THE WESTERLY PORTION OF THE RAILWAY BELT OF BRITISH COLUMBIA.

Kamloops, B.C., May , 1906.

E. Deville, Esq., LL.D.,
Surveyor General,
Ottawa, Ont.

Sir,—In accordance with your instructions dated March 27, 1905, I left Kamloops with the survey paraphernalia by wagon on April 4, driving through Rockford, Nicola Lake and Coutlee, after sending word to some of my last year's men to meet me at Clecsby's, in Lower Nicola.

We camped at Richardson's, on Spius creek, on the night of the 6th, after one or two minor accidents, such as being badly bogged on the way. This is in township 13, range 23, west of the sixth meridian, and my instructions were to carry on the southern limit of the railway belt towards the international boundary.

Though the weather was hot in Kamloops, there was still a little snow left on Spius creek, and we had snowstorms during the early part of April. There are no roads in the vicinity, and I picked up a few pack horses as we drove through the Nicola, others being sent up afterwards, until we had a pack train of nine or ten, two of which were, however, used almost exclusively for saddle work.

With such a small number it was necessary to cut down the camping conveniences to an absurdly small amount, and when things were properly adjusted we found ourselves travelling without tents and without stoves. Instead of the former we used one large fly made out of the roof of the cook tent, and all baking was done in gold pans, which make excellent bread, but require a great deal of wood, and at high altitudes where there is no timber beyond scrubby balsam and spruce, this is a distinct drawback. In a trip of this sort, when for months you see nobody but your own party and when you are many miles from the nearest trail or wagon road, success depends to a large extent on your packer. Not only must he be an expert with the diamond hitch,

but he must have a very well developed bump of location and that sixth sense which enables a mountain man to find a way that is possible for horses, through what appears to be an utterly impenetrable range of hills.

I was very fortunate in mine. A party of eight or nine is really too small to cope with this class of work even in the district passed through this summer, which is on the eastern slope of the mountains and consequently a great deal drier than the real coast country. But 'dry' is only a figure of speech used comparatively. I have not yet seen any long spells of good weather high up in the mountains, either east or west of the watershed, but I may have been unfortunate.

The line ran up Spius creek for a few miles, which is like most mountain streams here. That is to say, you can generally get down to it by hard climbing. Sometimes the sides are perpendicular and you cannot. It is timbered with bullpine and fir in sufficient quantities to warrant a portable mill if the new railway in the Nicola valley creates any local demand for lumber.

The creek would be almost impossible to drive on account of falls. We had some difficulty in getting the horses across when we moved camp as the water was at a high stage, but by putting on very heavy packs, which tend to hold a horse down on his feet, we did eventually get everything over.

A great many coal mines have been staked here, under provincial regulations, the imaginary limit being placed as usual too near the Canadian Pacific Railway, and great things are expected of the coal. Beyond boring in several cases nothing has come of it yet.

When moving camp, I used to send two or three or more men to help the packers and go on line with what were left. It is the only way to get anything done when you move on an average of twice a week, for although you may have only one axeman and a chainman, you may make half a mile. It is just here that a good packer comes in, one who will be found at night where you told him to go, a rare accomplishment in heavily timbered mountains, and it was not until after one or two disasters that I found the right man.

In one place we were man-packing over a ridge with a flying camp. One of the party wandered out of camp on Sunday morning, and did not come back. He very soon got lost, but fortunately met one of the packers looking for a stray horse, and went back to their camp. The next day they all tried to find me and signally failed, being scattered from the Coldwater to Spius creek. At any rate we had to hunt them up next day, which is not part of the duty attached to a flying camp on line.

On April 30, Mr. Mackie joined me from Ottawa, as assistant.

At first I ran a traverse to check the section lines of the belt limit, but in rough heavily timbered country, this is altogether too laborious an operation, and I did not continue further than the valley known as the Indian Meadows, in township 12. It is a much better plan to leave signals at known places which may be read for miles, and a check thus calculated. This does not apply when the limit runs for a long distance on one azimuth. This valley marks the southern limit of the open, park-like, bullpine country which is such a feature of the Kamloops, Nicola and Okanagan districts, *i.e.*, of the dry belt proper.

To the south you get into a wetter climate with thick balsam and some pine up to an altitude of five thousand feet. In the southerly part of township 11 and the northerly part of 10, the line was so high that we had to contend with three or four feet of old snow. This was altogether too much for the horses and we had to resort to the time-honoured but detested man-pack, for a couple of weeks.

In my experience, and it has not been slight in this respect, this is the final test of a good man on survey. Especially so on snow that will carry you for a few yards and then give way suddenly. Men who will cheerfully stand any amount of chopping or climbing will go all to pieces in the matter of temper with sixty pounds of sugar or blankets on their backs, and it saves a lot of trouble if the surveyor in charge is either a long way ahead or a long way behind.

While on this hill eighteen inches of snow fell. The weather moderated before we got down to where the line crosses the Coldwater, though the snow had made the river almost impassable for horses, and many of us had more or less of a ducking before everything was brought over. Two of the party had left a week or two before theoretically on account of sickness, but mainly, I fancy, because the snow ahead looked uninviting. It has always been a matter for wonder to me how the idea has become so well established that a survey is a pleasant summer picnic under canvas. Time and again I have warned men that a particular trip would be tough. The answer is always the same ,that if you can stand it they guess they can. It does not always follow, as in this instance, when, after being upset in the Coldwater, and soaked to the skin during a couple of days climbing in wet huckleberry bushes, the two men I had got, left, with the most uncomplimentary opinion of Dominion surveys that I have ever heard.

The Coldwater is perhaps a hundred feet wide here, and not as rapid as many British Columbia streams, and I think could be driven without much dimculty at high water. There is a good deal of timber in townships 10 and 9, especially near July creek, which will be valuable when a railway comes in. This is a probability in the near future, as the only low pass from the Princeton part of the country is down a creek which comes into the Coldwater from the Otter valley, about on a level with the centre of township 10. It is proposed to build up the Coldwater into the Coquihalla canyon, and so to Hope. By all acounts this is the most feasible route through the mountains. Between the point at whieh the line crosses the Coldwater and the source of the Coquihalla there are narrow strips of bench land that might be cultivated if a railway is built up the valley, but beyond this there is in my opinion no arable land. The Coldwater is very much staked for coal, though mainly in provincial territory.

At the headwaters of Spius creek is a lake nearly two miles long, whieh I have named Murray lake, as a man of that name tried to make a home on its shores. There is a large open meadow which looks as though it would grow a great deal of hay, but I believe the snow stays so late in the spring that as a matter of fact nothing grows well. At any rate it has been abandoned, and the cabin is used only by an occasional Indian hunter or trapper.

The line runs parallel with a range of mountains of six or seven thousand feet, with many rocks and preeipices, but at a distance of some three or four miles, so that it is really in the foothills of these mountains and does not rise to a greater altitude than five thousand, until it gets down to township 5. The hills are not precipitous, but consist of long steep slopes, for the most part covered with scrubby balsam and dense huckleberry undergrowth, though in places there are miles of dead standing trees. A heavy wind would make this country very difficult for a pack train. Both the blue and ruffled grouse are numerous, and there are some foolhens. Deer are more plentiful than in any place I know of in the interior, and were it not for the law-abiding qualities so well known in a government survey we should have had plenty of fresh meat. We were sorely tempted. There are also bears, both black and grizzly, though we did not get better evidence of the latter than through footprints as large as a ham.

Running south from the Coldwater we eame into a country with no trails of any description, and the pack train was dragged through with the line. Fortunately there was at first a large area of dead standing timber with comparatively good footing and not very much undergrowth. We again got into snow, but the summer was so far advanced that we could avoid the deepest. The hills get higher and steeper, and the timber scrubbier, where there is any, as along the streams, but from the Coldwater to the south fork of the Tulameen, the tops of the hills are nearly all burnt.

Working down into townships 8 and 7, we reached the mineral country. In plaees where one would think no white man had ever been we came aeross location stakes. Twenty years ago there was quite a boom at Granite creek, and it was this excitement that prodneed the Similkameen trail, the only good pack trail connecting the interior

with the coast south of the Fraser. Every summer there are parties of prospectors out in this district, though personally I saw only one man in four months, and he was on a rock slide a mile away. Most of this mineral is copper in various forms, exploited for the most part round Princeton and Granite creek, but found in the railway belt too. The only active work being done in the belt is at 'Summit City.' This is a galena proposition, and is considered rich, but it will take more than my power of demonstration to persuade the owners that they are not on provincial land. They had walked in so often from Hope that they were absolutely certain that my work was wrong, 'and it's impossible to use a theodolite in these mountains anyhow because of the slope.' After that, of course, it was useless to argue.

'Summit City,' however, is not as large a place as its name might suggest. In the height of summer its population may be on occasion six men; in winter there is no population whatever, and only a cabin or two and an all-enveloping snowdrift mark the spot. Transport is of course what all these places want. Ore that has to be packed on horses forty miles before shipping must be extraordinarily rich to pay. Wagon roads in the mountains cost almost as much as railways anywhere else, and railway companies regard British Columbia as a huge barrier before their trade with the east, one which must be overcome as cheaply as possible with as few diversions as may be on the way.

It is not easy to form any definite idea as to the real value of a mineralized country. There is plenty of mineral here on the surface; whether the mineral will be in paying quantities under the surface requires proof, that is to say, capital, and capital appears rather shy of this district. You cannot learn much from ordinary prospectors, because most of them were swinging an axe only a year or two ago, and cannot go much further in their description than the repitition of a few catch names like peacock copper, copper pyrites and quartz ore. When you do meet a mining expert you cannot help thinking of the western description of him in which he figures so prominently in the superlative degree. All mining centres believe that they have a bonanza. One or two out of a thousand have; the others have not; so it is quite possible 'Summit City' is a big thing.

We get nearer the high mountains all the time as we work south, and after leaving the south fork of the Tulameen the timber is green again and a good deal heavier. On this river we were troubled a great deal by thunder storms. A perfect morning without a cloud, and before night heavy thunder and deluges of rain. Speaking of British Columbia, there is nothing that a surveyor fears so much as rain. If he were in a cleared country rain would make little difference one way or the other as long as he could see through the transit. But in these mountains, with their dense undergrowth, a shower of rain means being as wet in ten minutes as if he had been swimming. Note books, watches, and everything else he carries get the same treatment. It is no uncommon thing to see men hanging cheap watches in the sun to dry out after dipping their works in the coal oil can. Some of them bake them in the stove instead of waiting indefinitely for the sun, which is very much surer. And if you are high up the rain is intensely cold, and is by long odds the greatest hardship here. Nor is it possible to lie off for all wet days. If you did there would be weeks at a stretch when no work would be done at all.

We crossed the watershed near the south boundary of township 4, range 23, when we found the old canyon trail. This is from all accounts an easier pack trail than the Similkameen, but is out of repair and very rarely used. This point is on a clearly defined line between upper country and coast climates. On the east are balsam and brulé, high steep hills up to five or six thousand feet, gradually getting lower towards the Similkameen; on the west, eight thousand foot mountains with huge precipices, cedar, fir and vine maple in the valleys. More important to us, on the east is feed for the horses anywhere; on the west only in widely scattered swamps or along the shores of small lakes. When we got as far as horse feed lasted, which was on a small pond between Mount Hopeless and Sumas, I moved down to Hope, leaving the tie for next season.

April, May and June were wetter than I have ever seen them in this part of the country, but we had fine weather in July, except for the thunder storms already mentioned.

As an agricultural country the district we traversed may be described as a failure, a very distinct failure. There is not enough timber to warrant its being taken out yet. When the mines are working much of it will be used by them, and will be handled by portable mills. On the other hand the climate is bracing and not too wet; the scenery is gorgeous, peak after peak as far as you can see on the west and rounded hills for sixty miles to the east. If this was a Canadian Pacific railway guidebook this district would be called a sportsman's paradise. Never having been in a sportsman's paradise I cannot tell, but deer are numerous, black bear are not uncommon, and grizzly bear can be found also. I have no doubt there are goats in the high rocks, but we were not near enough to come across them. There are plenty of grouse. But it is on minerals that the future depends.

On August 15 we canoed down the Fraser to Sumas mountain, in township 19, east of the coast meridian, where I ran some new lines and retraced some old ones. There is good land over a large part of this mountain, and it is not hard to clear, but the heavy grades on the wagon roads make it rather unattractive to settlers.

We moved down to Stave river on September 12, ran and retraced a few lines and traversed parts of both banks of the river and islands in it. The weather, which had been bad at Sumas, settled down to almost incessant rain, day and night, with hardly any intermission, and this continued while we were at Bedwell Bay, in fractional township west of township 39, west of the coast meridian. The work here was of the same character as at the last two places. Some traversing, a few lines, retracing some old ones and tieing on to group lots whose corners were lost. It rained practically all the time, and at last I wired to the Surveyor General for permission to move up to the dry belt. This being accorded, we began work in township 15 range 27, west of the coast meridian, on October 13.

Besides straightening up some old group lots on the west side of the Fraser I ran a traverse of the Fraser, with a skeleton of section lines to the railway belt limit at the north boundary of township 18, range 28, west of the sixth meridian. There are benches on the east side of the river which with water could be cultivated, but I believe settlers already on the ground find it difficult to get as much as they need. On the west side of the Fraser the mountains rise very abruptly, and what benches are on that side have been taken as Indian reserves or by Indians living off the reserves. There is some pine timber, but not any large amount, and one hydraulic concern besides a dredge which while we were in the neighbourhood was not working, though I believe it has since done so.

After retracing the boundaries of lot 13, group 1, in township 15, range 25, west of the coast meridian, and doing more work on lots 1 and 2, group 1, and lot 359, I paid off all hands and went up to Kamloops for the winter on December 13.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) ALFRED W. JOHNSON.

SESSIONAL PAPER No. 25b

APPENDIX No. 27 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF G. J. LONERGAN, D.L.S.

SURVEYS IN THE EDMONTON DISTRICT.

BUCKINGHAM, QUE., March 15, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I beg to submit the following report of the survey in the Edmonton district for 1905.

I left Ottawa, on April 23, and on my arrival at Edmonton I engaged a car, and loading the outfit together with two months' supply of provisions, started for Ponoka on May 2. I left Ponoka for township 46, range 2, west of the fifth meridian. From Ponoka to Pigeon creek is a well settled district and has good roads which are in many places graded, but from the creek west it is a very poor trail that follows the north bank of Battle river and it ends at Battle lake.

(NOTE.—Descriptions of the townships surveyed have been taken from this report and published as part of Appendix No. 44.)

On October 1, I received your instructions to lay out the new townsite of Fort Saskatchewan. This I did and laid out about one thousand three hundred (1,300) lots, fifty feet by one hundred and fifty feet (50′ x 150′), leaving streets eighty feet (80′) and lanes twenty feet (20′) in width. I completed the work on December 5, and was preparing to return east when I received your message that it was necessary to make a traverse of the Fort Saskatchewan settlement lots and Saskatchewan river. I completed this on the 16th and then left the outfit at St. Albert, paid off the men, and on the 18th (Sunday evening) I took the train for the east and arrived in Ottawa on December 24.

I wish to mention specially the able assistance that nas been rendered to me during this season to my assistant, Mr. T. A. Davies.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) G. J. LONERGAN.

APPENDIX No. 28 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF C. F. MILES, D.L.S.

SURVEYS IN SOUTHERN ALBERTA.

OTTAWA, May 14, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report on my last year's operations in southern Alberta as follows:—

I received instructions on April 18, and left Toronto for Calgary the 22nd of the same month. Arriving at Calgary, I hired a man on the 27th to drive to Midnapore to examine the outfit. On the 28th, I engaged three men to take the outfit to Macleod, where they arrived on May 3. Here I was having repairs made to the transport and buying supplies until the 6th, then left for my initial work, arriving at Waterton river on the southeast quarter of section 36, township 5, range 27, west of the fourth meridian. on May 7. I started the traverse of Waterton river on May 8, commencing on

the east boundary of the northeast quarter of section 36, through thick willows. We were delayed several days by snowstorms, which by the way may be mentioned are a great boon to the country, the thawing of the snow, unlike rain, soaking into the ground. Completed traverse of Waterton river, in township 5, range 27, west of the fourth meridian, on May 17; on the following day moved camp to quarter-section pits on east boundary section 33, township 3, range 28, west of the fourth meridian, continued traverse of Waterton river in this township, and completed same on the 22nd. Moved camp again on the following day to section 35, township 2, range 28, west of the fourth meridian, on Belly river, traversed that river across the township, including West island, finishing same on the 31st, took observation on same evening on north boundary of section 21, township 2, range 28. All this country traversed by me has hitherto proved a good ranching country, and is well adapted for dairying and for raising cereals.

On June 1, I started with my outfit for Macleod, thence to township 9, range 27, west of the fourth meridian, which township I resurveyed. This township hitherto has been used for ranching purposes, but now settlers have taken possession of part of the northern half, and are appearing to do well. The southern half appears to me to be adapted only for ranching purposes. While my men were remounding this township, I struck off on June 24 with a small outfit for township 17, range 2, west of the fifth meridian, to make a traverse in section 4 of Stimson creek. Owing to heavy rains I met with some delays on my way. I however managed to complete the traverse by June 29, but owing to cloudy skies secured no observations on Polaris. I returned with my outfit to township 9, range 27, on July 1, and on the 3rd we commenced our move to township 7, range 4, west of the fifth meridian, passing through the villages of Pincher Creek, Cowley, Frank and Blairmore, we reached township 7, range 4, west of the fifth meridian, on July 6. This township is extremely hilly, and in my judgment is adapted only for lumbering and coal mining. Some fine standing timber was met with here, which unfortunately was fire-killed the year before. Coal was said to be in abundance. Several seams were observed, but none were being worked at the time. I left township 7, range 4, west of the fifth meridian on the 15th day of July, and started on my return south to township 3, range 29, west of the fourth meridian, passing, after leaving Crow's Nest pass, through some fine country, notably Pincher Creek, Cowley and Twin Butte, where we arrived on July 18. Here I surveyed a few sections in the southwest quarter of the township, which, although bushy, appears well adapted for farming purposes. I experienced a good deal of wet weather here. Townships 2 and 3, range 29, appear good for grazing purposes, and crops could probably be raised, barring summer frosts. The southerly portion of township 2, range 29, west of the fourth meridian, is very hilly, and covered in places with a dense growth of willow and some poplar, none of any value however. On August 19, moved camp to township 1, range 28, west of the fourth meridian, where a few sections were surveyed, which are, generally speaking, rough and covered with bush. Here also I traversed a small section of Belly river. Wild fruit appears to abound, as many parties from the Mormon settlement to the east were encountered on berrying expeditions, and some fine trout were also caught in Belly river. On August 27, moved camp to section 22, township 1, range 27, west of the fourth meridian, passing on the way some well cultivated fields of grain promising a good return to the Mormon settlers. I surveyed only a few sections in this township (1, r. 27), mostly occupied. Here I closed on the international boundary, which at times I experienced great difficulty in tracing owing to the high winds, which prevented me for hours at a time from elevating my instrument and keeping same in position.

On September 2, I commenced moving north again according to instructions, and passed through Mountain View, a small Mormon settlement, thence past the Northwest Mounted Police post at the Big bend of Belly river to Pincher creek, the garden of this district, to Cowley, thence through Lundbreck to Bellview, near Frank, on the Crow's Nest Pass railway, thence crossing Crow's Nest river to an abandoned shack on the southeast quarter section 17, township 7, range 3, west of the fifth meridian.

This country is hilly and mountainous, and as far as I can see, only adapted to coal mining, there being several mines in contemplation and operation. Here in order to reach township 6, range 3, I was compelled to use pack horses and leave my wagons. A good pack trail leads from here to Southfork river, which appears to be well travelled. High winds used to prevail at times on the mountain tops which had the effect, at one careless moment, of blowing over my instrument and breaking the spindle of same. On September 28, I left with my outfit for township 10, range 2, west of the fifth meridian. It was on this trip that the prairie fire occurred which was alluded to in a former report of mine. It is possible that this fire may have been caused through the carelessness of one of my men, but they all denied it, and in order to place the responsibility somewhere, and thus precluding a long investigation, one of my men was persuaded to plead guilty although not more guilty than any of the rest. I arrived at section 19, township 10, range 2, west of the fifth meridian on September 29, took an observation on the west boundary of the township and surveyed sections 19 and 18. Moved camp to section 22, township 10, range 2, and finished surveying the few sections, according to my instructions, also surveyed a few sections in township 11, range 2, west of the fifth meridian. The land in both these townships, occupied as horse and cattle ranches, owing to the proximity of the mountains appears to be not adapted for the raising of cereals. On October 11, we pulled out for township 13, range 2, moving north between Porcupine hills and the foothills. I was here compelled, in order to make time, to enlist the services of a rancher with his team. We got through the following day, passing some new settlers, who appeared sanguine of being able to subsist, in township 13, range 2, west of the fifth meridian. I commenced surveying in this township, but owing to discrepancies in measurements found on the east boundary, postponed completing the survey until I had communicated with your department. I finally returned there on December 5, and finished subdivision according to instructions. Camped on section 36, township 13, range 2, west of the fifth meridian; a snowstorm was experienced, necessitating a delay for a day or two, and when moving, to put on four horses instead of two on the wagon. On October 18, moved camp to northeast corner of township 15, range 2, west of the fifth meridian, subdivided part of township 15, range 1, which is very hilly and brushy, and also part of township 15, range 2, west of the fifth. Both of these townships, although very bushy, are well adapted for horse raising or ranching. Owing to the depth of snow, I could not determine the south boundaries of townships 15, in ranges 1 and 2, and hope to be able to do so at some future time. From the last camp I moved to section 21, township 15, range 2, on November 18, where I remained until the snow got so deep that I could not conveniently or economically move any more by wagon; but, as already mentioned, I moved south on December 5, with six horses attached to one wagon, to finish the subdivision of township 13, range 2, west of the fifth meridian. The whole of my outfit arrived at Nanton on December 12, thence moving to Staveley, and on the 14th I started with a small party for Little Bow river, where we arrived on the evening of the 15th. Here I traversed the Little Bow across sections 10, 3 and 4, township 14, range 23, west of the fourth meridian, returning to Staveley on December 19. The country passed through on my trip to the Little Bow appeared well settled and by comparatively new settlers. After returning to Macleod, I sent out my assistant to township 9, range 27, west of the fourth meridian to take an observation and to measure some closing angles. He arrived in Toronto on December 29, and I paid him off allowing his time up to December 31. As per instructions to store my outfit, I left same with Mr. Robert Esplen, west of Nanton, previously, however, disposing of two horses which were of no further use for the work required of them.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) C. F. MILES, *D.L.S.*

APPENDIX No. 29 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF WALTER G. McFARLANE, D.L.S.

INSPECTION OF SURVEYS—WESTERN SECTION.

TORONTO, March 15, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit to you the following general report on my past season's work in the provinces of Alberta and Saskatchewan.

My first instructions reached me June 21, 1905, for inspection and retracement surveys, and I at once began to get my outfit ready. However, being advised to spend a day or two in the office before going out, to acquaint myself with the methods, I left Toronto June 25 for Ottawa, and returned to Toronto June 27. The next day I left for Edmonton, reaching my destination July 3, where I completed my outfitting July 6.

The following day I took the Athabaska Landing trail to examine contracts No. 60 and No. 44 of 1904. In contract No. 60, I ran nine miles of line, and in contract No. 44, I ran nine miles of line, and traversed one lake. In this part the country is rolling and usually covered with bush, but a muskeg of considerable size runs across part of it. The bush is mostly jackpine and poplar. Some of the jackpine was being used for railway ties. The soil is very sandy in places, but there is some good black loam in others. The water is fresh. Vermilion creek runs through these contracts, and some places along its banks thin coal seams were found. Moose and deer were seen. I next returned to Edmonton, where I replenished my supplies and sent in my returns, and on July 24, I started down the Calgary trail for contract No. 24 of 1903. On reaching Wetaskiwin I took the Heatherbrae and Iron creek trail, and arrived at our destination July 28. That night three of my horses disappeared. We hunted for them continuously for four weeks before getting any trace of them, and then I was obliged to buy a saddle pony to find them. We were fortunate, however, in having plenty of work to keep us busy without much moving, so that the work was not delayed in the least. Here I was instructed to retrace what lines I thought necessary in order to get the bearings and lengths of all section lines. To do this I ran in all one hundred and fifty-nine miles of line and found the bearings of over one hundred more. I also traversed one lake. The country here is bluffy and rolling. A large ravine with some lakes in it runs across the northwesterly part, but there was no running water. However, water was fairly plentiful in large sloughs and lakes and usually fresh, but as it was a very dry season many of the sloughs were dried up. The soil is good but a little light for dry seasons. The work in this part kept me busy until September 12.

From here I drove across the prairie to the correction line between townships 50 and 51, range 14, west of the fourth meridian. The road allowance was said to be too narrow, and I was instructed to examine it and widen it if the settlers wanted it. On examining it I found the survey correctly made but the road allowance narrow. However son e of the settlers objected to having it widened, so I was obliged to leave it.

I then left for township 52, range 12, west of the fourth meridian, to traverse some lakes, and reached there September 22. The lakes were very numerous, and one was exceptionally difficult to do as it was large and full of islands thickly wooded as well as being surrounded by thick bush. It had ten miles of shore line and three miles of island shore line. Here I surveyed twenty-four lakes in all, completing them by October 21. The weather had been unusually fine during the whole summer, but on October 16 a heavy snow and wind storm came on and the thermometer dropped below zero. It was so stormy and cold the next day that we did not work, but this was the only day we lost from bad weather during the season. This township is very rough, and the centre part is thickly wooded. There are quite a number of settlers, however, in the open parts.

After finishing here I drove to township 52, range 10, west of the fourth meridian, to survey a lake while my teams took the trail to Lloydminster. This lake only kept me a day, and I then followed my teams, overtaking them the next day. We reached Lloydminster October 27, and spent three days in getting supplies, outfit repaired and horses shod. We then moved up to Saskatchewan river at Hewitt's crossing, but were delayed here, as the river was only partly frozen over and would not carry the horses on the ice. The ferry was pulled out a week before. In a few days I was able to take the pony across on the ice and also to pack the dunnage and supplies across and pull the empty wagons over on it, but it would not bear the horses. The weather was now like Indian summer, and instead of the river freezing more it thawed a little, so I felt that we must find some other way for our horses. I decided to saw a channel through the ice and swim the horses through. We did this, and accomplished our task safely and with apparently no bad results as we ran the horses around on the sandbar to warm them up.

The next day we left for Onion lake, and thence to contract No. 27 of 1904, where we arrived on November 11. My examination of this contract was merely to get the rating, so I chained thirty-two miles of line, finishing November 16. There is some very good land here, considerable open prairie and also a large amount of bush. The water is good.

We next left for Onion lake, where I sent in my report and then proceeded to Saddle lake, and contracts Nos. 13, 14 and 15 of 1905, taking the trail along the north side of the Saskatchewan. We reached our destination November 25. Here we ran ten miles in contract No. 14, fourteen miles in No. 15, and 11 in No 13, and also traversed one lake in each, completing this on December 8. The country here is in general very rough and covered with bush. The water is bad except in Whitefish and Goodfish lakes and the creeks running into them.

I next started for Edmonton, where I arrived December 14. Here I gave one team back to Mr. Belanger, got the others shod, bought supplies and left December 16 for contract No. 17 of 1905, taking the Lake St. Ann trail. The trail west of Lake St. Ann was very hilly and heavy travelling on account of a foot of snow. Crossing Pembina river, we found it necessary to use chains and ropes. One place we had to unhitch the horses and let the wagons down with a rope. We reached our destination December 20. Here I ran nine miles of line and traversed one lake. There is some good land, but considerable muskeg, and the country is broken up somewhat by Lobstick creek which is very crooked.

We next left for contract No. 12 of 1905, reaching it December 27. Here I ran twelve miles of line and traversed part of Pembina river. The country about here is very good and is covered with a light second growth poplar. The homesteads were all taken by squatters before this was surveyed. There is considerable building timber and sawmills within a few miles.

On December 30, we left for Edmonton where we arrived on New Year's Day. Here I disposed of my outfit, giving my horses to Mr. Cautley and storing the rest. I then started for home where I made out the rest of my returns.

In conclusion, I wish to thank the department for the good transport outfit provided me, but much more for the very worthy assistant, Mr. W. H. Young, appointed by them.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) WALTER G. McFARLANE.

APPENDIX No. 30 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF T. S. NASH, D.L.S.

INSPECTION SURVEYS, EASTERN SECTION.

OTTAWA, ONT., September 5, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report on my field operations in connection with the inspection of contract surveys during the season of 1905.

I received my instructions on April 19, 1905, and after preparing the necessary information for my work, left Ottawa on April 28 for Solsgirth, Manitoba, to take over the transport outfit used by Inspector J. D. Craig during the previous season. After making some necessary repairs to the outfit, I proceeded to Birtle to complete the organization of my party. After some delay in getting the necessary equipment, supplies and men together, I started for the addition to contract No. 26 of 1904, near Rossburn, which I reached on May 12.

During this time I saw clearly that my horses, emaciated by the experiences of the past winter, were too weak to draw a loaded wagon even on a graded road, consequently, I purchased another team, as reported at the time, in order to prosecute my work with such expedition as was necessary to cover the large territory allotted to me during the season.

The examination of this contract occupied my time till June 2, and involved the retracement of 70 miles of line in six townships. I then drove northward to Grandview, on the Canadian Northern railway, reaching there on June 5. Here the outfit was loaded on the train and shipped a distance of 180 miles to Quill Lake, the nearest point to contract No. 9 of 1904, which I was to examine next. Owing to wrecks on the line, my car did not reach Quill Lake till June 8.

On the following day I began the examination of contract No. 9 of 1904, in township 37, range 15, west of the 2nd meridian. The country here was nearly level, and for the most part covered with woods and much swampy lands, making transportation very difficult. By doubling on my wagons I was able to take a light outfit as far as the north boundary of township 38, range 15, west of the 2nd meridian. From here I completed the examination of this contract on June 15, having retraced 22 miles of line.

The adjoining contract No. 8, of 1904, was reached by a flying-camp outfit and pack horses, with which I was able to follow the 10th correction line into range 14, thence north across township 39, and eastward between townships 39 and 40 to range 13, following the section lines as far as possible with the pack outfit. Much of this trip was across muskeg, marsh or swamp, where the horses went through to the frost at every step, making the trip a most difficult and arduous one. After retracing 22 miles of this contract, I returned by the same route to the main camp, and reached Quill Lake again on June 24, where I shipped my outfit again by Canadian Northern railway and Caaadian Pacific railway to Duck Lake, a distance of about 130 miles.

From Duck Lake I drove by way of Carlton and the Muskeg Lake mission to the addition to contract No. 23 of 1904, a distance of approximately 50 miles, reaching the contract on June 30. Here again I used the pack saddles for travelling through the contract. After examining 14 miles in township 48, ranges 8 and 9, west of the 3rd meridian, the two townships of the contract, I started on the morning of July 5 for Battleford by way of Muskeg Lake mission, Blain Lake and the Carleton trail, reaching Battleford after 100 miles of travel on July 10.

I then made arrangements to take with me enough supplies for the whole work of examining the contracts in the Sounding Lake district, the distance from there to any point of supplies being too great to send for supplies without great loss of time. Having hired a freighter for the trip, I started on July 13 for the Sounding Lake

country, reaching township 34, range 4, west of the 4th meridian, of contract No. 8 of 1905, on July 18.

The progress of the work in this district was retarded by the great scarcity of fuel and fresh water. The only fuel to be found was in the west side of township 34, range 5, west of the 4th meridian, and in Nose hill, in township 37, range 9, west of the 4th meridian, and this in a great measure determined the order in which the work was prosecuted. While working near the supply of wood, a few loads were hauled out to convenient points for future use, and by a careful arrangement of the work no time was lost in having to make long trips for fuel.

After examining the northern part of contract No. 8 and obtaining a supply of fuel, I went southeastward through contract No. 2 of 1905, comprising townships 27 to 30, in ranges 2 and 3, west of the 4th meridian, completing the examination of it on July 31. Then turning westward and northward no new survey was found in contracts Nos. 3 and 4 until reaching township 32, range 6, west of the 4th meridian, where the surveyor was found working in the first township of contract No. 4, and in contract No. 3 the surveyor was just arriving for work. Continuing northward, camp was made in township 33, range 6, west of the 4th meridian, on August 3, from which examination was made in contracts Nos. 8 and 9, and another supply of wood obtained from township 34, range 5, west of the 4th meridian. I then examined contract No. 5 from a camp on Sounding creek, in township 30, range 8, west of the 4th meridian, and completed the examination of contract No. 9 on August 16.

Proceeding to Nose hill, a good supply of fuel was obtained, and the examination of contract No. 10 of 1905 was begun in township 35, range 10, west of the 4th meridian, and continued southwesterly toward contract No. 7. Proceeding southerly through contract No. 7 and northerly and easterly through contract No. 6, the examination of these was completed on September 13. Returning then to contracts Nos. 3 and 4, a careful examination was made in five townships in each contract, the remaining townships in contract No. 4 not being completed yet, on September 30, when I finished my examination of contracts in this district. During the time between July 19 and September 30 the main camp was moved approximately 335 miles, and a total of 449 section lines and over 10 miles of traverse was retraced in the nine contracts, or an average of 51 miles per contract. The number of miles retraced in each contract varied from 41 miles to 60 miles according to the style of the work. Astronomical bearings were obtained for all of this work.

The country between Sounding lake and Sullivan lake and to the southtward is high and nearly level or gently rolling, except for a range of hills extending from Nose hill southeastward across the northerly part of contracts 9 and 4 and across the greater part of contracts 8, 3 and 2, of 1905, or generally speaking, from township 36, range 9, west of the 4th meridian, eastward and southward to township 27, ranges 2, 3 and 4, west of the 4th meridian. Some parts of contract No. 7, in range 13, were also hilly. The soil throughout the greater part of this contract was white clay or sand, the vegetation sparse, the water generally alkaline and very scarce, thus rendering it a ranching rather than an agricultural country. Many parts of townships 33 and 34, in range 6, west of the 4th meridian, were suitable for agricultural purposes, being well watered by springs and sloughs and the soil of a better class.

On Monday, October 2, I started for Yellow Grass to examine contract No. 1 of 1905. The Red Deer river was forded at Steerford, and Medicine Hat was reached on October 6. Delay in shipping was caused here by the absence from town of the veterinary surgeon and the brand inspector, whose certificates were necessary before the horses could be loaded on the car. Leaving Medicine Hat on the 9th, the car reached Yellow Grass, approximately 420 miles distant, on the morning of October 11. The examination of this contract was begun on October 13, and finished on October 19, during which time a heavy fall of snow occurred which delayed the work. Fifty miles were retraced in this contract. The country in this contract was level in some parts, others were rolling to hilly, the soil very rich and the vegetation luxuriant, especially in the hills where water was plentiful.

After finishing the work here I drove northward through Milestone and Regina, and by way of the old Piapot trail, through the Touchwood hills, Wishart, Fishing Lake and Wadena to contract No. 11 of 1905, near Nut lake, a distance of approximately 250 miles, reaching the contract on October 30. The examination of this contract was completed on November 1 after retracing 15 miles in township 37, ranges 11 and 10, west second meridian.

My next work was in township 37, range 15, west of the second meridian, but owing to bushy country, deep snow and no trails, it was impossible to go directly across country to this work; so I returned to Wadena and following the Canadian Northern Railway trail to near Quill lake and then turning northward, I reached township 37, range 15, west of the second meridian, on November 4, where according to instructions I retraced 19 miles of line and built several monuments in township 37, range 16, west of the second meridian, the mounding not having been completed by D.L.S. Martin in 1903. Leaving here again on November 13, I reached Wadena on the 14th, from which point I shipped the outfit by Canadian Northern railway to Marchand in Southern Manitoba, a distance of, approximately, 410 miles. Reaching Marchand on the 17th, the examination of contract No. 16 of 1905, was immediately begun and was completed on November 25, after retracing 22 miles of line in three townships. During this work nearly a foot of snow fell and severe winter set in, making progress with wagons and a summer outfit extremely difficult for the few remaining days of the season's work.

On November 27, I started for the additions to contracts Nos. 17 and 25 of 1904, following the Dawson road to the Whitemouth river and thence northward along a winter trail to townships 8 and 9, range 12, east of the principal meridian. After retracing 5 miles in contract No. 25 and 6 miles in contract No. 17, I returned to Ste. Anne des Chenes again, reaching there on December 5. The season's work being finished, I sold my horses by private sale, stored my outfit with James Finnigan, of Ste. Anne des Chenes, and discharged my party.

During the season 18 contracts were examined, ten being on bare prairie and eight being in bush country. These were scattered over a very large area extending from the International boundary to township 48, and from range 13, east of the principal meridian to range 13, west of the 4th meridian. This necessitated many long trips both by trail and by train. The outfit was transported four times by train over a total distance of approximately 1,140 miles, while the distance travelled by trail, not including side trips, was approximately 1,450 miles. The examination of the 18 contracts involved the retracement of 674 section lines and over 10 miles of traverse. In addition to this, 19 miles of retracement survey was made, making a total of 703 miles of survey for the season. Astronomical bearings were obtained for all of these with the exception of 27 miles retraced during stormy weather in June and November.

The greatest care was always taken with the astronomical work to insure accurate results. The sidereal time was almost invariably checked by the transit of a time-star within an hour of the time of observation, thus eliminating any chronometric error. When, in observing time-stars, the instrument was not known to be in the true meridian, the time of transit of the time-star was noted on each of three vertical wires in my diaphragm whose angular distance apart was known, and thus I was able to deduce the watch time of the transit of the time-star across the true meridian and thus obtain the true watch correction to the nearest second. This accurate time correction insured an accurate bearing, more especially when the observation on Polaris was taken near culmination.

In conclusion, I wish to express my appreciation of the valuable services of Mr. J. E. Morrier, who was appointed to my party and acted as assistant.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) T. S. NASH, *D.L.S.*

APPENDIX No. 31 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF GEO. ROSS, D.L.S.

MISCELLANEOUS SURVEYS IN SASKATCHEWAN.

WELLAND, ONT., May 1, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report of my work during the past season in connection with the different surveys allotted to me under your instructions of April, 1905, and those of subsequent dates.

Mr. H. S. Southworth, of Toronto, was appointed my assistant, and together with another member of my party, who was appointed by the department, were attending the School of Practical Science in Toronto, and could not leave till near the end of April, and Mr. Southworth also wished to write on his preliminary examination before the Board of Dominion Land Surveyors, and would be unable to start from Toronto before May 4, I therefore did not leave home till the first of May, and arrived in Yorkton, where I was to outfit, on the fifth. For transport, I was to take part of the outfit used by Mr. P. R. A. Belanger, D.L.S., the season before, and which was stored with Mr. R. Laurie, near Insinger, Assa. Mr. Belanger assigned to me, one wagon, three carts, with harness, &c., and eight horses. I purchased a buckboard and supplies at Yorkton, and left for Sheho on the 12th., and set out from there the following day, with the party, to make a restoration survey of the interior and south boundary of township 27, range 12, west of the second meridian, and camped on section 22, in that township, about noon on the 16th. We found quite a thriving settlement in this township, the greater number of quarter-sections, open for homesteading, had apparently been entered for, and a considerable number of settlers had erected houses and outbuildings, of a permanent character, and were busily engaged in cultivating the soil, and were much pleased with their surroundings. The surface consists mainly of rolling prairie, with many scattered poplar bluffs, and is broken with ponds and marshes, but there are many stretches of very desirable land, with black loam soil, well adapted for grain growing, and the greater portion of the township is well adapted for mixed farming. There are no streams of any account, but the water in the ponds and marshes is fresh, and good water can be readily obtained from wells. Horse lake is a beautiful sheet of water in the northeastern portion of the township, and from which the surrounding settlement takes its name. In the vicinity of Horse lake there is a considerable quantity of good building timber.

In the original subdivision survey of this township, wooden posts were planted, and generally their accompanying mounds and pits, but in several places, especially where the section or quarter-section corners came in brush or timber, a wooden post only was planted, and these posts, where no mound was made, were decayed and fallen, so that in several instances the settlers were unable to locate the corners of their homesteads, and a few on this account had wrongly located their buildings. In a few other cases the monuments were located in low places, and were entirely covered with water. This also led to further inconvenience for the settlers, and made the restoration survey the more urgent. I completed the restoration survey of this township on June 14, having planted iron posts to mark the section corners, instead of the old wooden ones, and restored the quarter-section monuments, or remarked them, where the original corners could not be found, but in two or three cases the original quarter-section corners were found to be wrongly placed. These were destroyed, and new monuments made to properly divide the section.

We left township 27, range 12, on June 15, to retrace the north boundary of section 23, township 29, range 25, west of the second meridian, to determine its bearing, and arrived there on June 20, but that evening was too cloudy to take an observation, and I remained over and got the observation on the evening of the 21st.

On the following morning, I started out with the party to go to township 39, range 28, west of the second meridian, to destroy the I.P. pits wrongly placed in the road allowance, near the northeast corner of section 33, in that township, and went there by way of the town of Humboldt. We passed through this town on June 24. It is located on the Canadian Northern Railway, and although a post office was only about to be opened there, it was a well laid out and progressive town of considerable size, and surrounded by a new and prosperous settlement.

I destroyed the I.P. pits referred to, and restored the original monument at the northeast corner of section 33, township 39, range 28, on June 27, and then set out to traverse some lakes in township 40, ranges 23 and 24, west of the second meridian, passing through Leofeld, where we camped on the evening of the 27th. This is a small village located near Boucher lake, lying in the midst of a very prosperous German Catholic settlement.

We reached the north part of township 40, range 24, on June 29, and first traversed the lake in sections 31 and 32. This lake is surrounded by good prairie land, and the homesteads are taken up by a thrifty and well-to-do class of settlers, who appear to be much pleased with their location. A short distance to the west is a heavy belt of poplar timber, and we were camped on the western edge of this belt. On July 3 we set out to traverse the portion of the lake in section 6, township 41, range 23, and in section 1, township 41, range 24, not previously traversed by the surveyors who subdivided these townships, and also to traverse the lake in sections 31 and 32, in township 40, range 23, and sections 5 and 6, in tonship 41, range 23, together with that portion of Dill lake, in sections 32, 33, 28 and 29, in township 40, range 23. These three lakes lie in the midst of the thick belt of poplar woods, and it was necessary to pack our tent and provisions for the working party from our main camp on section 4, in township 41, range 24. No trouble was found in making a micrometer survey of the two former lakes, but Dill lake was so very irregular in shape, consisting of many long bays, with narrow tongues of land jutting between them, and the shores of the lake were thickly wooded, with brush extending into the rapidly deepening water, together with a tangle of dry fallen timber back from the shore, that it was impossible to make any material progress with the traverse. The lake is studded with a large number of islands, and I decided to make a raft, so that sights might be taken from stations on these islands, but when the raft was finished and tried, it was found to be unmanageable in any wind, as a short distance out from the shore bottom could not be touched with a pole thirty feet long, so I decided to abandon the traverse of this lake till I could secure a canoe.

On July 8 we took the trail for Humboldt, on our way to traverse the marshy lake in the western part of township 38, range 18, west of the 2nd meridian, and arrived at this lake on July 11. It is a rather shallow lake, occupying the eastern portions of sections 7, 18 and 19, the western portions of sections 8, 17 and 20, together with the southwest part of section 29 and the southeast part of section 30. The east part of section 31 and the northwest part of section 30, together with the west part of section 32 and the northwest part of section 29 are flooded by a creek of considerable size, running into the lake from the north, and the waste land along the creek in these sections was also included in the traverse. The lake proper has well defined banks, and the waters of the lake are confined within its bed, but over a considerable portion of its area there is a heavy growth of reeds. In making the traverse of this lake I found that the monument marking the northeast corner of section 31 was wrongly placed, and destroyed it, and made a witness monument to mark the correct corner.

On July 15, we traversed the portion of Lac Vert in section 3, township 41, range 18, west of the second meridian. This is a beautiful small lake with good water, having on its west and north sides, a belt of poplar timber, and patches of prairie on its east side. There were no settlers in the immediate vicinity of this lake, but the country is well adapted for mixed farming, and large quantities of hay can be readily obtained. The large supply of good poplar timber in this vicinity will also be of much value to settlers.

On July 17, I started with the party to traverse the portion of the large lake extending into the easterly part of township 40, range 20, from the north, but owing to the broken and wooded country, that would have to be passed through, were we to go there direct, we made a detour to the south, and arrived there the following day. This township was subdivided in 1902, when the water was apparently much higher than it was last season. Then the lake must have overflowed its banks, and flooded a considerable area of the adjoining low lands to the east and south. Last season it was confined to its bed and had well defined banks, but it is very shallow, and inclined to dry up at the south end. We completed the traverse of this lake on July 22, and I then proceeded to Humboldt, and received a telegram from you instructing me to make a retracement survey of townships 31 and 32, ranges 24 and 25, west of the second meridian, and as the canoe I had ordered from Winnipeg, for the purpose of completing the traverse of Dill lake, had not yet arrived, I went on with my party to township 32, range 24, and began its retracement on the 26th, and completed the retracement of the four townships mentioned on August 22. These townships lie in the vicinity of Little Manito lake, which is a beautiful sheet of salt water, about thirteen miles long and a half a mile wide, being located in a deep valley and having no outlet. It has a fine gravelly, or sandy bottom and is unrivalled for bathing. The surrounding country is being rapidly brought under cultivation, and the settlers, generally were much pleased with their prospects. Splendid crops of wheat and oats were harvested last season, and large quantities of hay can be readily obtained from the hay meadows and marshes, and there is also a large number of good poplar timber in townships 31 and 32, in range 25.

On July 26, I received your letter, dated the 20th, instructing me also to retrace the portion of township 32, range 26, lying north of Little Manito lake, together with the fractional townships 31 and 32, range 29, west of the second meridian, and completed the work in these three townships, on August 31. The portion of township 32, range 26, lying north of Little Manito lake, is rather stony, but is being taken up by a good class of settlers, but fractional township 31, and the south part of township 32, range 29, is rather rough and hilly and no settlers were found in either of these townships, but they are extensively used for grazing lands.

On September 1, we started to complete the traverse of Dill lake, having previously obtained the canoe ordered for that purpose, and passing through Humboldt, and thence north by the east side of Dead Moose lake, and by a trail made by the settlers, to the west side of Dirtywater lake, leading to Middle lake for the purpose of going to fish there, we reached a point near the northeast corner of township 40, range 23, and thence by clearing out the surveyed line along the north boundary of this township, we were able to pass through the poplar woods and camp at the lake itself, where we found a hay meadow where the horses could feed, although all the other hay meadows, along the margin of this lake had been covered by the high water, and now formed part of the lake. Although the portion of Dill lake, lying in township 40, range 23, is only about equal in area to one section, it has a shore line of about twenty-six miles, and appears to be made up of a number of ponds, or small lakes, connected by narrow channels, in some of which there is dead, or dying brush, and some of the channels are only about wide enough to afford safe passage for a canoe. This lake still appears to be increasing in size, and additional channels are being worn to many small bodies of water in the immediate vicinity of the lake. Considerable portions of the surrounding lands are quite high and bluffy, and the greater portion of the lake is very deep. The lake has no outlet, but the water is fresh and good. We completed its survey on September 12, and then returned to Humboldt, where I received instructions from you, dated August 23, to make further miscellaneous surveys, west of Saskatoon. We went on to that town and arrived there on September 19. Here I reduced my party by one man, leaving it eight in number.

On September 22, we traversed the portion of the lake in section 31, township 36, range 13, west of the third meridian. The water in this lake is very alkaline. On the 23rd I renewed the iron post marking the northeast corner of section 12, township 36,

range 12; on the 26th we traversed a lake in sections 11 and 12, township 36, range 15, and on the 27th we traversed that portion of the lake lying in sections 6 and 7, township 36, range 14. The water in the latter lake is fresh and good, and it lies in a first-class agricultural district, but no settlers were found in its vicinity. Leaving township 36, range 14, we passed north across the country, through an unsettled district, to traverse portions of two small lakes in township 40, range 15, which lie a short distance east of the Red Pheasant Indian reserve. From this township, we went to traverse the portion of the lake extending into sections 35 and 36, in township 44, range 14, west of the 3rd meridian, from township 45, range 14, and crossed Saskatchewan river by the ferry at Battleford. The water in the lake in sections 35 and 36 is alkaline and rather shallow, and in periods of drouth it would probably dry up, although it has a well defined bed and bank. We completed the traverse of this lake on October 4, and leaving there the next morning, we arrived at Battleford in the evening, and on the following morning took the Sounding lake trail to the southwest, and traversed the portion of a lake in section 6, township 41, range 23, west of the 3rd meridian, on October 10. On the 12th we destroyed the Wit. I. P. T. planted in the road allowance near the northeast corner of section 24, township 39, range 26, and made another monument to mark this corner, in accordance with the provisions of the Manual, and then went south, across country, through a rather hilly and broken district, without settlers, and on the following day corrected the quarter-section monument on the north boundary of section 36, township 35, range 27; then went north again across country to Manito lake, and on October 18 surveying the east boundaries of sections 4 and 9, in township 43, range 26, west of the third meridian, as these lines were not run by the surveyor who subdivided this township. The soil here is sand, or very light sandy loam, and does not appear to be of much value for either grain growing or grazing, but in this vicinity there are large quantities of poplar timber, suitable for building and fuel.

On October 21 we traversed the portion of the lake in section 1, township 43, range 23, west of the 3rd meridian, which had been omitted by the subdivider, and then returned to Battleford, where I received your letter, dated October 11, directing me to store my transport outfit for the winter when I had completed the surveys which had been allotted to me. I also received your letter of September 30, informing me that instructions for further miscellaneous surveys were being prepared, and would be forwarded to me, but these never came to hand, and as the weather had become inclement, the ground being frozen, and there were frequent snowstorms, I decided to return to Yorkton and disband the party, and arrived at Saskatoon on my way there on October 27, but the next day there was so much ice in the South Saskatchewan that the ferry could not run, and I disbanded my party at Saskatoon, retaining one man, who went with me to retrace the boundaries of two sections in township 31, range 25, west of the 2nd meridian, which work I completed on November 1, and then returned home.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) GEO. ROSS, *D.L.S.*

SESSIONAL PAPER No. 25b

APPENDIX No. 32 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF JOS. E. ROSS, D.L.S.

MISCELLANEOUS SURVEYS IN THE EASTERLY PORTION OF THE RAILWAY BELT IN BRITISH COLUMBIA.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

OTTAWA, 1906.

SIR,—I have the honour to submit the following report of the surveys performed by me in the easterly portion of the railway belt in British Columbia during the season of 1905.

I began the season's operations by surveying a number of sections on the north and south sides of Kamloops lake. I then was engaged for several weeks marking more permanently section corners in the valley of Columbia river between Golden and the southerly limit of the railway belt. After this I spent several months on the survey of part of the limit of the railway belt on the south side of Spillimacheen river. The country here generally is mountainous, ranging from 5,000 to 7,000 feet above sea level. The only breaks in the mountains were the valleys of the south branch of the Spillimacheen and Copper creek. In order to make a complete circuit as a check, I ran a line from Carbonate Landing, on Columbia river, to connect with the limit of the belt. The latter line ran through a less mountainous country, and followed as closely as possible the old pack trail.

Spillimacheen river, of which there are three main branches, is a swift stream with waterfalls, canyons and rapids. It is not navigable, but logs can be taken down it with some difficulty. The width varies from a chain to three chains. There is very little land in the Spillimacheen district fit for agriculture. The greater part of the timber has been burnt. The remaining unburnt portion begins about two miles below the junction of the middle and south branches and extends up stream as far as seen, with a width varying from a mile to three miles. Jackpine predominates, but the only valuable timber for lumber is spruce and fir. The timber is not large, a great deal of it being only fit for piles, ties, telegraph poles and such like. The top of the higher mountains is mostly bare, soft slate rock. The survey of the belt line was slow as our provisions and outfit had to be packed on our backs and trails had to be cut out. There is a rough wagon road up the main Spillimacheen for a distance of fifteen miles, but the upper portions can only be reached by pack trail from Carbonate Landing on Columbia river. It is claimed that there are some promising prospects in the district but so far none have developed into mines.

On finishing here I made a small survey at Three Valley lake. I then proceeded to Shuswap lake where I made a number of surveys, nearly encircling the whole lake. After this I proceeded down the south Thompson river, making small surveys every few miles until I reached Kamloops, when I quit operations for the season.

The country in the Kamloops district has so often been described in these reports that any particular description will be unnecessary. Around Three Valley lake the country is mountainous and rocky. It is generally well wooded, but the timber had been almost completely burnt off the part surveyed. There is almost no agricultural land. A sawmill has been built at the lower end of the land and a small village is springing up as a result of the lumber business.

Around Shuswap lake the country is mostly steep hill-side, but in a few places the ground slopes gradually and gently to the lake. Except where swept by fire it is well wooded with small timber. The surveys made were mostly to meet the requirements of settlers. The agricultural land is comparatively small and of second and third class quality.

Along Thompson river there are also a few flats not yet taken up, but they need

to be irrigated. Considerable time was taken up, here, in locating provincial lots on account of the original survey marks having been lost.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) JOS. E. ROSS, *D.L.S.*

APPENDIX No. 33 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF ARTHUR SAINT CYR, D.L.S.

SURVEYS IN THE PEACE RIVER DISTRICT.

OTTAWA, February 6, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to transmit the report of my operations in the Peace River district during the past year.

In the latter part of December, 1904, on my return from the eighteenth base line where I had gone to 'cache' supplies intended for use during the following summer, I received your telegram requesting me to take up the survey of the nineteenth base line at range fourteen, west of the fifth meridian and to produce this line westward to the sixth meridian, a distance of seventy-two miles. I immediately began the necessary preparations for this survey.

During the summer of 1904, I had put up at Prairie river, forty tons of hay for use on the survey the following winter. As this hay had to be hauled a long distance, it was necessary to have it baled. I arranged with Sidney Travers, the owner of a hay press at Stony Point, to attend to this matter. Regarding the transport of the camp outfit, I had concluded that five horses, if well cared for, would be able to keep it abreast of the survey. The other horses were therefore left at Andrew's ranch in charge of one of my men who was instructed to bring the mail and supplies at stated intervals.

On January 12, 1905, I left Prairie River post, where the bulk of my supplies were stored. Travelling over the old winter trail which leads to Sucker Creek Indian reserve, I came to the south shore of Lesser Slave lake, which I followed southward to the beginning of Chalmer's wagon road. As this road had not been used for years I had to improve it before I reached, with my outfit, the nineteenth base line which is crossed in section 35, township 72, range 14. Then turning west, I made a new road through the woods as far as the northeast corner of range 15, established by Mr. Edgar Bray, D.L.S., in the fall of 1904.

The winter of 1904-05 proved to be an exceptional one for this district, for towards the end of February warm winds brought on copious rains, so that in the beginning of March all the snow had disappeared and I was left with my sleds on bare ground. This happened at the most critical part of the work, being then at the furthest from my base of supplies.

Though much hampered by this unfavourable occurrence, the survey was pushed with all diligence, and the nineteenth base line was completed on May 12, when I returned to Sturgeon Lake trading post in order to prepare for the continuation of the survey of the sixth meridian as far south as the sixteenth base line.

The following is a description of the country adjoining the 19tht base line, from range 15 to range 27 inclusive, west of the fifth meridian :—

The nineteenth base line traverses a country which has a mean elevation of 2,200 feet above the sea, and is heavily timbered with spruce, balsam fir, Banksian pine, poplar and birch. Tamaracs were also seen in different places, but none of very large size. In the low lands, in the valleys and along the banks of the rivers, thick alders and willows and balm of Gilead and large cottonwood are found. The surface varies from undulating to heavy rolling, and is drained by numerous streams, all flowing north. The largest ones are East Prairie river, West Prairie river and Little Smoky river. The two Prairie rivers are tributaries to South Heart river, which they join at five and twelve miles respectively from its estuary at the head of Lesser Slave lake. Both rivers are easily forded at all times, excepting possibly during the spring freshets, which, however, are of short duration. West Prairie river has high and steep cut banks; but I cut these down and graded them, so that the crossing of this river offers now no difficulty with loaded wagons. Along the banks of this river I noticed some drift coal. In their lower reaches these streams wind through an open and fertile level country which is being settled. Last year good crops of oats, potatoes, carrots, cabbage, onions, &c., were raised, and were sold at remunerative prices.

East Prairie river, which crosses the nineteenth base line in the middle of section 32, township 72, range 15, is fifty yards wide at that point. It has a stony bottom, swift current and banks twenty feet high. Its course is very tortuous. East of the river are muskegs, which extend back for a considerable distance. West of it the land is also low and swampy for three miles, then it rises gradually to section 31, range 16, which is the divide.

In ranges 15 and 16 the soil is a grey silt and a black or sandy loam from four to eight inches deep, overlying a subsoil of sand and gravel or stones. The land is undulating, with a general down slope to the north, and is wooded with poplar, balm of Gilead and birch, with thick alders and willow underbrush. Narrow belts of spruce from six to twelve inches in diameter are found around the marshes.

An Indian pack trail from Sucker Creek Indian reserve crosses the nineteenth base line at the northeast corner of section 35, range 15. Eight miles and a half farther west an old pack trail leading to Prairie River settlement intersects also this line. West Prairie river flows also from the south through range 17, and at its intersection with the base line in section 32 is forty-five yards wide, with sluggish current and low banks. Drift coal was seen along this stream. East of it, low and swampy lands stretch two miles and a quarter, whilst on the west side they extend to a branch of Iroquois river, which runs along the foot of Hunters mountain, whose highest point on the line occurs in section 31, range 18. A short distance west of that stream the line meets the winter road from Lesser Slave lake to Sturgeon Lake post via Snipe lake.

Hunters mountain lies mostly in townships 71, 72 and 73, ranges 17 and 18, and is heavily timbered with spruce 8 inches to 30 inches in diameter. Much of this timber is straight and free of limbs for forty or fifty feet from the ground. Some very bad windfalls were encountered here and much time was spent in exploring and in cutting roads passable for the outfit.

In these mountains rise many streams which go to feed Iroquois river, and also Stony creek which winds its course southward along their western base.

In ranges 18 and 19 the soil is a sandy loam four to eight inches deep over a heavy clay subsoil. The surface is undulating or rolling, and is stony in sections 33 and 34, range 19. This sort of country and soil extends also beyond Little Smoky river, an important tributary of Big Smoky river flowing in a broad valley west of the sixth meridian. The first mentioned stream is met at the northeast corner of section 35, township 72, range 20. It is at that point 140 yards wide. At half a mile north of the line the main wagon road from Lesser Slave lake descends to the river, which is here forded over a gravel bar extending diagonally from shore to shore.

In section 36, range 20, a descent of 150 feet from the high lands to the river flats takes place. Across these flats, which extend northward, flows Snipe creek which meets the Little Smoky less than a mile north of the line. The land is partly prairie with

clumps of scrub poplar and willows. Snipe creek is the outlet of Snipe lake which is five miles long by four and a half wide. It occupies township 71, range 18, and is on the height of land between West Prairie river and the Little Smoky. The country north and west of the lake is level, whilst to the south and east are seen ranges of high hills. Some are heavily wooded whilst on others the timber is fire-killed. The winter road which passes by Snipe lake comes to the Little Smoky at about eleven miles south of the nineteenth base line. As this road was originally located across a low and marshy country where lakes and ponds occur at convenient intervals it is used in the winter by the freighters in preference to the wagon road ,and for this reason I followed it in December, 1904, when taking supplies to the eighteenth base line. On this trip when coming to the Little Smoky, I made use of the ice and though the river was still open in many places, I managed to get along without mishap. The distance travelled was twenty-seven miles by the meandering of the stream, though it is not more than twelve miles in a straight line. In that distance the river received two tributaries from the southeast: Sweathouse river, which is one chain wide and empties into the Little Smoky, at two miles south of the winter trail, and Goose river which joins the Little Smoky at two and one-half miles north of the 18th base line. Goose river is only 30 yards wide at its mouth, but three miles up stream its width is nearly doubled. A pack trail from Sturgeon lake post leads across country to a point on Smoky river nearly opposite the mouth of Goose river. The average width of Smoky river is 120 yards, and in many places its banks are precipitous. There are many rapids, but only one island between the winter road and the 18th base. The hills on either side of the valley are partly denuded of timber and their height gradually diminishes as one proceeds up stream, so that beyond Goose river the country as seen from the river appears to be more level and is here timberd with spruce, six to twelve inches in diameter, and poplar.

From the northeast corner of range 20, the nineteenth base was carried across the Little Smoky and produced across flats a quarter of a mile wide, after which the line ascends gradually to the top of some hills 150 feet above the valley of the river. From that point and through ranges 20, 21 and 22, the country is nearly level and timbered with spruce, poplar and birch. There are large areas covered with bad windfalls. The soil is a sandy or black loam four to ten inches deep, with a good clay subsoil. There are also a few small muskegs.

At the northeast corner of township 72, range 22, the line crosses a stream, which empties into the Smoky after receiving a tributary flowing out of a small lake located close to the north boundary of section 35. Along this stream there is some prairie land with first-class soil. In section 36, range 22, there is an old trail which years ago was used by the Indians on their travels between Sturgeon lake and Lesser Slave lake via Iroquois river.

In range 23, the line runs over the north slope of Sturgeon mountain at an altitude of 2,900 feet above the sea and enters a hilly country with many streams flowing in deep ravines towards Wabatonisk (White Earth) creek, which discharges also into Little Smoky river. A second pack trail which is a west branch of the one seen in section 36 follows along the creek and after passing over Sturgeon mountain, leads to the outlet of Sturgeon lake, less than two miles from the trading post.

Range 23 is heavily wooded with spruce and Banksian pine, six to thirty inches in diameter. Half a mile south of the north boundary of sections 32 and 33, range 24, lies Reeds (Paskwaskao) lake, the source of Reeds river, which on its course to Big Smoky river crosses the nineteenth base in the middle of section 32, and twenty miles farther on, the sixth meridian at one mile south of the northeast corner of township 74. Hay meadows surround Reeds lake and any quantity of red top can be cut here. The new pack trail from Sturgeon lake to Spirit river via Birch hills, passes close to the north shore of this lake. To go to Sturgeon lake trading post over this trail it is necessary to cross the lake at the 'narrows' which are one-third of a mile wide with deep water; a dangerous crossing in stormy weather and to be avoided.

West of Reeds river the land is low and swampy. In range 24, the ground rises again and high hills separated by deep ravines are found as far west as section 32, range 26, where the line descends into a valley which for a few miles runs parallel with the sixth meridian. All the timber is fire-killed, and most of it lies on the ground in an impassable tangle. Numerous streams, crossed by the line, in sections 33, 34 and 35, range 26, flow south towards large marshes at distances varying from two to three miles from the base. The soil in township 72, range 24, is a clay loam, whilst in ranges 25 and 26 it is a black or sandy loam five to twelve inches deep with a clay, or clay and stones subsoil.

In closing with the survey, the nineteenth base line was found to intersect the sixth meridian at 77·215 chains (straight measurement) west of the northeast corner of section 31, township 72, range 26, west of the fifth meridian and at 18·435 chains north of the monument marking the northeast corner of township 72, on the sixth meridian. The angle measured between the lines shows that they have been run on their proper azimuth.

Six days were required to complete the survey in the vicinity of the meridian and the mounding of the base line to range 23 where a wagon road had to be made southerly as far as the east shore of Sturgeon lake, distant twelve miles. Owing to the low stage of water it was possible to travel with the wagons along the east shore of the lake to within one mile of the post, where we arrived on May 20.

Men were at once sent to Prairie River settlement with instructions to bring the remaining pack animals which had been wintered there and supplies necessary to continue the survey of the sixth meridian, which had been interrupted for lack of feed for the horses late in the fall of 1904. On May 30 the pack animals and supplies expected from Stony Point having arrived, I started for township 64, on the sixth meridian, over a road which crosses the eighteenth base line at the northeast corner of township 68, range 24, west of the fifth. Thence proceeding southerly across a densely wooded country, past Long lake and two other smaller ones, we came to Bonnie lake, where we camped on May 31. From this lake the road ascends to the top of a high bench overlooking a stream flowing northwest into Muskeg creek. This bench soon gives place to high gravelly ridges of Banksian and black pines, alternating with strips of burnt country, till Kinagami creek, flowing between hills 150 feet high, is reached. After fording this stream and a stiff climb to the top of the hills, we continued our journey in a more southwesterly direction, passing close to the edge of a large spruce muskeg, finally entering a high country wooded with small pines. We stopped over night at Salt Lick lake, a fine camping place and the last bit of open country seen along this trail.

Beyond this lake the land continues rolling, and it is covered with poplar and willow scrub. The trail approaches gradually to the edge of the broad valley of the Simonette, where glimpses of the river could be obtained. The path now turns southerly along the crest of the hills, which it follows quite a distance before leading down the steep descent to the river three hundred feet below.

At the ford the river is over one hundred yards wide, and has a very swift current running over a stony bottom. At this point there is also an island close to the right bank. The elevation of the valley is 2,100 feet above the sea. West of the Simonette we proceeded for half a mile along its left bank, where after ascending high and steep hills we entered a dense forest with ground covered with thick moss. On June 8, after travelling till late at night in search of feed for the horses ,we stopped near some small ponds hedged in by hills whose slopes were strewn with fire-killed trees. There was a scarcity of grass in this spot, and during the night the horses wandered far in the hills. The next morning after a long search one of them was found dead. In rolling over the ground he had got his head under a dead tree and had choked in his effort to extricate himself.

From that camp we continued our trip more to the west, crossing a succession of pine ridges rising to 3,000 feet above the sea, and many muskegs. At four miles east of the sixth meridian we came to the valley of 'Cache' creek, a branch of Moose river.

This valley is narrow, and at frequent intervals the creek expands into artificial ponds caused by recently built beaver dams. The trail, which here follows the north side of this valley, led us to the sixth meridian, and less than three-quarters of a mile from the beginning of my survey, which was resumed on June 12.

Between the northeast corner of township 64 to the crossing of the Simonette, a distance of eight miles and a half on the meridian, are ranges of high hills separated by narrow valleys, with streams flowing westerly and probably emptying into Moose river, a tributary of the Simonette, which it joins in section 12, township 69.

The soil through this belt is covered with moss and is of an inferior quality. The timber is black pine, spruce and balsam fir from six inches to fifteen inches diameter. Spruce trees twenty-four inches in diameter were noticed in sections 36, 25 and 24, in township 63, adjoining the Simonette, which runs easterly between hills 300 feet high.

Simonette river crosses the sixth meridian in section 24, township 63, and its width at that point is 150 yards. It has a swift current, and receives here a tributary from the south. From the river the country continues hilly as far as the sixteenth correction line, but the soil improves, being a good clay loam bearing a second growth of poplar. Here are some very bad windfalls; stones were also noticed at many places. This rolling country with clayey soil continues through part of township 62. The ground rises gradually, till in section 12 it has an elevation of 3,800 feet above the sea. An important branch of Simonette river crosses the line at the northeast corner of township 61 at an altitude of 3,000 feet. This stream runs swiftly between high cut banks where ledges of sandstone are exposed. There are also indications of coal.

Beyond this river the line passes over the top of high hills with steep slopes, and crosses many deep ravines filled with fallen timber. In the vicinity of the sixteenth base line the pine ridges reappear with the ordinary accompaniment of muskeg and poor soil. On July 25 the survey of the sixth had been carried to this base line, which it intersects at 78·49 chains west of the northeast corner of section 33, township 60, range 27, west of the fifth meridian, and at 15·24 chains north of the northeast corner of township 60, on the sixth meridian.

The angle formed by the two lines being found to be correct, I completed the survey of the 16th base line by connecting with a straight line the corner of township 60, range 27, and the monument erected on the meridian, and in mounding it. On August 9, having also built all monuments on the east boundaries of townships 61, 62, 63 and 64, I began the survey of the 17th base eastward from the sixth meridian. The width of fractional township 64, range 27, was deduced from the closings of the 16th and 19th base lines with the meridian. The north boundary of this township runs through a hilly and densely wooded country dotted with lakes, two of the largest being found close to the north boundary of section 36. The soil is a sandy or a clay loam, with a subsoil of heavy clay. In township 64, range 26, the soil is the same as in the preceding. The timber is, however, of better growth with a heavier undergrowth. The watershed between Moose and Simonette rivers occurs in section 33.

Simonette river crosses the seventeenth base line in section 32, township 64, range 25. Its wooded valley is nearly 400 feet below the general elevation of the adjoining country. East of the river a flat, half a mile wide, extends to an old channel skirting the foot of the hills. From the quantity of drift wood and fresh mud deposited on this flat I inferred that it was subject to floods. East of this channel the line ascends gradually through sections 33 and 34 when an altitude of 2,400 feet is reached. From sections 35, the line runs across an old brulé extending ten miles east of Waskahigan (House) river. Section 32, range 24, forms the divide between Simonette and Waskahigan rivers which crosses the 17th base line in section 33, range 23. Between these rivers the country is rolling with loamy soil and clay subsoil. A stream discharging a lake to the west is reported to join this river at ten miles south of the base line. At their confluence houses were erected years ago by some parties; hence its name. Waskahigan river is thirty yards wide on the line and at the time of the survey (September) the water was two feet and a half deep. Its course is frequently ob-

structed by great blocks of sandstone. There are many indications of coal in this vicinity.

One mile and a half east of the river there is a trail leading north towards Sturgeon lake. A west branch to this trail starts at a mile and a half north of the 17th base line which it intersects farther west near the northeast corner of section 31, township 64, range 23; from that point it continues along a creek, crossing it at a mile and a quarter south of the corner of section 35. Thence the trail deviates towards the southwest and goes probably to the head waters of Simonette river. In section 34, township 64, range 23, west of the fifth meridian, the land attains an altitude of 2,500 feet. It is timbered with poplar four inches to eight inches in diameter, spruce six inches to twelve inches, and balm of Gilead. The soil is good. At one mile east of range 23 railway survey lines were noticed close to another stream which meets Waskahigan river at two-thirds of a mile north of the base. East of this stream rises a very high ridge whose slopes and top are well wooded and which forms probably the watershed of Little Smoky river which is not very distant.

The mounding of the north boundary of township 64, range 23 finished the survey of the 17th base line for the season, and I prepared to return to Sturgeon lake by a new road which would afford me the opportunity of exploring the country between the seventeenth and the eighteenth base lines.

On September 18, we left our camp on Waskahigan river, and travelled northward over the trail which intersects the 17th base in the middle of range 23, west of the fifth. This trail at first runs along the left bank of the river for about three-quarters of a mile; thence it ascends to a plateau where we passed the junction of the western trail. One-half mile further on we came again to other railway surveys which are the continuation of those noticed at the northeast corner of section 31, township 64, range 22, west of the fifth meridian. These survey lines appear to have been run in a general northwest direction and were probably surveyed two or three years ago by the engineers of the Transcontinental. This far the country had been hilly, but shortly after we descended into a valley leading to a large meadow watered by a creek. The soil here is a good clay loam.

On leaving this flat, the trail skirts the foot of high hills rising to the east, whilst to the west are low ridges separated by willow swamps. We camped that night at a creek with some prairie land along its banks. From that camp the country is more level though thickly wooded. The forest extends north to within half a mile of the 18th base line which the trail crosses near the corner of section 34, township 68, range 23. Not far from this base, other exploratory lines were surveyed last summer.

At three and three-quarter miles farther we came to the old Lake St. Ann and Sturgeon lake trail, which we followed as far as Sturgeon lake trading post, where we arrived on September 22 .

Around the post renewed attempts at cultivation had been made with satisfactory results. No summer frosts had occurred and as the soil is good, potatoes, carrots, onions, cabbage, &c., had done well.

From Sturgeon lake I proceeded to West Prairie river, where I was informed that owing to the low water in Lesser Slave lake, the ferry connecting its west shore with Stony Point had stopped running, and that it would also be unsafe to attempt this passage with loaded wagons on account of the springy and treacherous bottom of the lake at that place. So I turned north, intending to reach Stony Point by the Peace river road; this gave me a chance to examine carefully this section of partly open and level country which is now being settled. The great fertility of the soil was amply shown by the thick growth of wild grasses and peavines. On this road we passed many farms where good crops of oats, potatoes, &c., had been raised. Hay also can be cut around here in unlimited quantity, and consequently the settlers keep many cattle. North of South Heart river the country remains partly open, but as it gradually rises towards the north its soil might possibly be lighter than in the bottom lands over which we had travelled since leaving West Prairie river. In driving around the north

end of the lake we passed by the English mission, who have well cultivated lands and who own the sawmill near South Heart river. Further we came to a large farm, the property of the Roman Catholic mission, who have erected thereon many substantial buildings, and have a large part of this farm under cultivation.

At Lesser Slave lake are the Hudson's Bay Company's trading post and the Roman Catholic mission, surrounded by the village, all built on a high bench overlooking the lake, and from which one gets a magnificent view of the settlements around the lake and of the western country. At the foot of this bench and close to the lake shore the mission has a fine sawmill and grist mill combined. Last summer they also built here a small steamer, which will go to improve the transportation of goods through the district.

On arriving at Stony Point I heard from Messrs. Bredin and Cornwall that one of their boats, due to arrive in a few days, would, as soon as unloaded, return to the mouth of Lesser Slave river, and if circumstances permitted sail down the Athabaska river as far as the Landing. So preparations were made to leave at an early date, and by October 9 we were on our way.

The stage of water was the lowest noticed for years, and the barge frequently ran aground on the many bars. Over this part of the river a steamer had, however, in the spring made a few trips between Athabaska Landing and the mouth of Lesser Slave river, and could even have ascended this stream twelve or fifteen miles further to the foot of some bad rapids which obstruct the navigation for a few miles. It is now proposed by interested parties at the lake to run another steamer between Stony Point and the heads of these rapids, in connection with the steamer running between Athabaska Landing and Slave river; the transhipment of goods over the few miles of rough water to be done with barges manned by natives, who will be stationed there with their families for the season. On October 16 we arrived at Athabaska Landing, and a few days later reached Edmonton, where the party was paid off. I then left for Ottawa, where I arrived on October 30.

From the foregoing detailed description of the country to the west and southwest of Lesser Slave lake as far as my surveys and explorations went, it will be seen that it is well watered and that the soil is generally of good quality, with the exception of a small strip adjoining the 17th base line and extending in a southwest by west direction across townships 64, ranges 26 and 27, west of the fifth meridian. This section is composed of pine ridges fifty to sixty feet high, where the soil is sandy or gravelly. In other parts of the country where the primitive forest has been destroyed by repeated fires the surface soil has disappeared to some extent. Here we find that poplar bush and willow predominate. On Hunter's and Sturgeon mountains grows some large timber, spruce and pine. But for many years yet the timber required for the needs of the settlers will be drawn from the vicinity of the two Prairie rivers and South Heart river, whose courses can be utilized for driving the logs to the sawmills.

When I came to Lesser Slave lake, access to the western country could only be had by a circuitous bridle path or pack trail. This inconvenience has to a large extent been removed since I made a wagon road between Lesser Slave and Sturgeon lakes. The deep creeks crossing this road have been bridged, and the approaches to the rivers have been graded, so that there are at present no serious impediments to heavy traffic between the two places. In the winter season, even 'Grande prairie' might be reached now by following the sled road opened west of Sturgeon lake by Mr. J. K. Cornwall in the fall of 1904.

Regarding the climatic conditions and their influence on agriculture, I will say that in dry seasons, as was the case in 1904, summer frosts will occur, but if it is wet all the crops will generally come to maturity. The culture of wheat has not yet been attempted here, as far as I know, but I am informed that at Vermilion settlement, on Peace river, 200 miles north of Lesser Slave lake, fall wheat is successfully grown. It is turned into flour at the grist mill of the settlement, and goes to supply the needs of the northern country.

There is undoubtedly much coal underlying the surface of this district, as indicated by the drift coal deposited along the river banks. Even the beds of small creeks were found literally filled with coal. The great size of the lumps of coal found on the Moose and Simonette rivers, where they intersect the sixth meridian, would indicate that the seams from which they had been detached were not very far off. This coal is certainly of a better quality than the ordinary lignite, and a systematic search would likely lead to the discovery of valuable seams of this mineral.

Sandstone was noticed at many places, notably at the crossing of the Simonette near the corner of township 61, on the sixth meridian, and at two places in township 64, range 23, west of the fifth, i.e., at the crossing of Waskahigan river and on a hill at the northeast corner of this township.

Many land explorers and ranchers have lately visited this district in search of land suitable for ranches. Some parties have even gone as far as 'Grande prairie' in their explorations. Up to a few years ago the fur trade was the chief inducement offered to the few white people who made their residence in this wooded country, inhabited by a few families of roaming Indians, reinforced by half-breeds who had emigrated here from Lake St. Ann and other settlements to the southeast. But now settlers are making their way into this district and have begun to till the land.

Large game still abounds west of Simonette river and south of Snipe lake. Beavers were found in great numbers on all streams south of the 17th base line, a country which has been so far inaccessible to the natives. But it is likely that these interesting animals will soon be greatly reduced in numbers or scattered by the trappers who will now travel thither over the roads which we had to cut through the forest to do our surveys. Small game such as duck, geese, partridge, &c., is scarce; the lakes however, are full of white and jackfish, of the former great quantities are caught by the Indians of Sucker Creek reserve; and are used as dog food on their winter trips.

The transportation of goods into the district has been, so far, a serious problem as everything had to be brought in barges manned by native boatmen. With the advent of steam navigation, the cost of goods will be greatly reduced and vexatious delays avoided.

The whole respectfully submitted,

I have the honour to be, sir,
Your obedient servant,

(Sgd.) ARTHUR SAINT CYR.

APPENDIX No. 34 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF ARTHUR SAINT CYR, D.L.S.

SURVEY OF EIGHTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

Snipe Lake, May 15, 1906.

E. Deville, Esq., LL.D.
Surveyor General,
Ottawa.

Sir,—I have the honour to submit an interim report of the work done up to date, and a description of the country south of Snipe lake and in the vicinity of ranges 20, 21, and 22, township 68, west of the fifth meridian. This section of country is reached by a pack trail which branches off from the Lesser Slave lake and Sturgeon lake winter road at about one-third of a mile west of Snipe lake and runs southerly to the eighteenth base line which it crosses near the northeast corner of section 31, township 68, range 19. West of Snipe lake the ground which is nearly level is covered with a second growth of poplar with alder and willow brush. The forest begins near the south end of the lake and extends southerly. It is made up of poplar six inches to thirteen inches, spruce eight inches, balsam fir, birch four inches to six inches.

Between Snipe lake and the base line, a distance of twelve miles, the country is rolling. The soil is good; being a black loam four inches to six inches deep over a clay subsoil.

Numerous small streams, all flowing northwesterly are crossed, the principal one being Carrot creek, which is met at about four miles north of the line. It flows in a northwesterly direction between high banks and empties into Little Smoky river.

I began the survey of the 18th base line at the northeast corner of township 68, range 20, west of the fifth meridian. In this range the land is undulating and covered with poplar six to fifteen inches in diameter, spruce six to twelve inches, birch four to eight inches, large cottonwood and balsam fir with heavy underbrush. The soil is a black loam over a clay subsoil. Many tributaries of Carrot creek drain this part of the country. In range 21, the line crosses Goose river, once in the middle of section 34 and twice near the northeast corner of section 33. This stream flows into Little Smoky river, which it joins two miles north of the point where the base line intersects the first mentioned river. Goose river is two chains wide with banks ten feet to forty feet high. Its bottom is stony with a swift current. This stream is not naviable. Seams of coal were seen along its banks. The east half of range 21 is wooded with poplar, spruce and birch. Soil same as in preceding range. The west half is swampy and wooded with small spruce. Little Smoky river is crossed twice: first in the middle of section 31, and again at the northeast corner of township 68, range 22. It is three chains wide, with a depth of water of three feet at the time of survey. It has a sandy bottom here, and banks thirty feet high; its valley is about half a mile wide. There are some flats of good ,partly open land along this stream.

In range 22, Little Smoky river is crossed for the last time in the middle of section 36. From that point westerly to the northeast corner of township 68, range 23, the ground is undulating and covered with young poplar, and scrub willow in sections 34 and 35. In section 33 the forest begins; it extends to the western limit of this range. Soil is good.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) A. SAINT CYR.

SESSIONAL PAPER No. 25b

APPENDIX No. 35 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF B. J. SAUNDERS, D.L.S.

SURVEY OF THE FIFTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

EDMONTON, ALTA., September 28, 1905.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on the survey of the fifteenth base line, west of the fifth meridian, made in accordance with your instructions, dated October 28, 1904, and received by myself on the 5th of the following month.

Upon receipt of your instructions, I immediately set about completing the work then in hand with all possible speed, and, at such times as I could, arrange for the coming survey by engaging men, preparing my transport, getting supplies ordered and attending to the many other matters incident to a winter survey. By November 28 we were ready to start out from Edmonton, but owing to there being neither wheeling nor sleighing I decided to hold my party in until more snow fell, there being indications of a storm. Snow having come in the course of a few days, we made a start on December 6, and on the second day following our first camp was made about one mile south of the fifteenth base near the centre of range 1, west of the fifth meridian, on what is locally known as the Chalmers trail.

The reopening and retracement of the line through range 1 was immediately proceeded with, but two or three days delay occurred in waiting for an observation for azimuth on account of cloudy weather. After this slight delay fair progress was made and the line was reopened and very carefully retraced through the first eight ranges. The results obtained have already been communicated to you in my former interim reports. Range 9 was reached on January 27 of this year, and from that time forward no efforts were spared to prosecute the work as vigorously as possible considering the nature of the country traversed by the line and the difficulty in making roads and keeping up supplies. On May 2 my packer, having returned with supplies from Lake St. Ann, reported that it would be impossible to bring in anything further by the trail we had made along the line from a short distance west of Macleod river to range 20, owing to the frost coming out and the amount of fallen timber lying in the trail. In addition there was practically no feed for horses right from Lake St. Ann to where we were then situated, fires having been set out by careless people, and as a result nearly every patch of grass where a horse might obtain some slight nourishment was destroyed.

Under these conditions I, after duly considering everything, very reluctantly decided to abandon the work at the point we had then reached, namely, two miles in range 20, west of the fifth meridian. What supplies and equipment we did not need for the return trip were cached, and on May 6 a start was made for Lake St. Ann, which was reached on May 18. A few days later all my party had arrived in Edmonton, and were paid off.

Regarding the country traversed by this base line through the first eight ranges I shall not say anything, it having doubtless been reported on before by the surveyors who made the first survey. Throughout ranges 9, 10 and 11 the country rises gradually as you go west, the summit being reached in the westerly part of range 11, where the watershed between Paddle and Macleod rivers lies. In addition the country is generally rolling, with higher land on either side of the line to the north and to the south. It has been burned over repeatedly, and has a generally open appearance. The soil is of fair quality, and this section will no doubt in due course be settled upon. Through range 12 and the east half of range 13 the slope is westerly, falling toward Macleod river, which is crossed in the middle of range 13. The land and physical features are similar to those met with in the previously mentioned ranges.

The west half of range 13, range 14 and the east half of range 15 are in fairly open country, covered with small poplars and willow chiefly, and the soil seems to be of good productive quality. There is a gradual rise to the west, with a prominent tableland known as the 'Shining-bank hills' lying some two or three miles to the north of the line and running parallel with the line. These hills terminate in the west side of range 15 in what is termed 'Shining-bank,' so called from its shining appearance at certain times of the day when the sun is shining.

From this point the country becomes more hilly and broken, nd covered with heavy fallen timber almost throughout, right up to the end of the work in range 20, with every indication of its extending much farther to the west. At one time there must have been a very fine spruce forest covering all this section of the country, as many of the dead tree trunks have a diameter of from two and one-half to three feet, and occasionally some of four feet diameter were noticed. In this fallen timber section of the line there is the customary growth of pitch pine and small spruce, with some poplar. The latter, however, practically disappears in range 17.

A prominent hill known as 'The sixth hill' was crossed by the line in range 18. Its summit has an elevation of about 4,200 feet above sea level, and is some 700 feet above the surrounding country. It is a very prominent landmark, and can be seen from the east side of range 12, from which also the first view of the mountains is obtained on this base line. 'The sixth hill' and adjacent land forms the divide between Macleod and Athabaska rivers. The soil in these westerly ranges is of poor quality, and exceedingly stony. It may be worth while noting that on the westerly slope of 'The sixth hill' a few hemlock trees were seen.

The only prominent body of water adjoining this line is a lake known as 'Shining-bank lake' lying to the south of the line in range 14. It is from three to four miles in length with an average width of about three-quarters of a mile. It is said to abound with whitefish of very large size, but I am not able or prepared to verify this statement.

The greatest depth of snow we had during the winter was about eighteen inches and unfortunately for the work, it went away too soon, necessitating our abandoning the use of sleighs at the first of March and resorting to pack horses from that time forward to bring in our supplies from Lake St. Ann.

On the whole the weather was very favourable, only two or three cold dips having been experienced and they were of short duration.

Should the completion of this line be undertaken in the near future, I would recommend that the attempt be made to take in supplies by Jocks trail to Athabaska river and float them down to the line, or that the attempt be made to find a favourable route for a trail from Jocks trail into the end of the line in range 20, rather than to take in supplies by the route used by myself along the line. I had three men explore the country to the south, and their report was to the effect that a better trail could be got in this latter way than the one we were compelled to use along the line.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) B. J. SAUNDERS, *D.L.S.*

APPENDIX No. 36 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF HENRY W. SELBY, D.L.S.

SURVEYS IN THE PEACE RIVER DISTRICT.

TORONTO, February 12, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my field operations during the past season.

In conformity with your instructions dated January 12, to make a survey of the Shaftsbury settlement on Peace river, and those dated February 25, to continue the fifth meridian from the 19th to the 20th base line and to establish the 20th base line between the fifth and sixth meridian, I left Ottawa on March 8, and at Edmonton engaged six men to assist me in the settlement survey, near where I had stored my outfit of the previous season. On the completion of the above survey, I returned to Moose river and began the survey of the fifth meridian from the 19th to the 20th base line and the 20th base line to the 6th meridian, which was completed on November 8.

On November 15, I returned to Lesser Slave lake, sold the outfit by public tender and with a York boat reached Athabaska Landing on November 23, and Edmonton November 27, where the party was disbanded.

(NOTE.—Descriptions of the townships surveyed have been taken from this report and published as part of Appendix No. 44.)

The water through the region traversed was generally good, clear and pleasant to the taste. The land as seen from the line across the first 13 ranges is at present unfit for agriculture, but the next 11 ranges will be generally good for farming purposes. My operations during the season covered a large amount of travelling and without a general knowledge of the country would have consumed a great deal more time than it did. Besides making the survey of Shaftsbury settlement, I surveyed 180 miles of base line and meridian from May 25 to November 8 through heavy timber and a difficult country.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) HENRY W. SELBY.

APPENDIX No. 36

WEATHER STATISTICS—5TH MERIDIAN—ALBER TA

Month.	Day.	Place.			Temperature.			Barometer.	Min. Temp.	Direction of wind.	Days Rain.	Days Snow.
1905.		Sec.	Tp.	Rge.	7 am. °	2 pm. °	9 p.m °	"				
May	25	1	73	1	40	61	47		30°	N. E.		
"	26	1	73	1	45	..	39		29	"		
"	27	1	73	1	44	66	42		30	"		
"	28	Moon Lake			49	65	47		32	"		
"	29	"			46	..	48		34	S. W.		
"	30				55	..	58		37	"		
"	31				53	88	62		45	N. W.		
June	1				56	85	57		43	S. E.		
"	2				65	..	67		45	W. & N. E.		
"	3				56	70	65		43	S. E.		
"	4				64	81	58		42	N. W.		
"	5				63	78	57		38	"		
"	6				56	..	49		50	S.		
"	7				52	78	58		40	W.		
"	8				42	..	48		36	N. W.		
"	9				47	75	41		31	S. W.		
"	10				55	80	58		38	W.		
"	11				54	66	45		50	W.	1	
"	12				48	69	46		35	N. W.		
"	13				50	69	46		30	N.		
"	14				62	64	40	27.59	30	N. W.		
"	15				72	54	48	27.78	30	N. E.		
"	16				46	63	44	26.97	42	"	1	
"	17				37	64	44	27.02	30	S. E.		
"	18				48	60	50	26.54	38	S. W.		
"	19				54	59	52	26.52	42	S.		
"	20				51	71	45	26.72	43	W.		
"	21				56	58	46	26.62	45	N. W.		
"	22				34	48	38	26.85	28	"		
"	23				34	46	35	26.84	32	E.	1	
"	24				39	52	46	26.89	31	E.		
"	25				56	62	48	27.13	25	E.		
"	26				41	..	48	26.95	33	W.		
"	27				49	58	49	26.46	44	W.		
"	28				52	68	51	26.54	44	N. W.		
"	29				52	69	47	26.64	48	W.		
"	30				49	70	55	26.95	37	W.		
July	1	31	76	1	47	70	60	26.96	38	N. W.		
"	2	34	76	1	68	76	62	26.71	45	"		
"	3	34	76	1	55	71	56	26.71	48	S. W.		
"	4	32	76	2	57	59	45	26.62	48	N. E.		
"	5	32	76	2	52	62	54	26.80	49	S. W.	1	
"	6	36	76	3	50	72	58	26.68	47	"		
"	7	36	76	3	52	68	45	26.78	46	"		
"	8	32	76	3	55	70	56	27.05	34	W.		
"	9	32	76	3	56	..	48	26.72	46	W.		
"	10	32	76	3	45	67	49	26.62	42	S. W.		
"	11	34	76	4	52	66	50	26.66	48	N. W.		
"	12	32	76	4	58	74	51	26.74	40	S.		
"	13	32	76	4	58	74	54	26.80	35	O.		
"	14	35	76	5	53	..	49	26.57	50	N. E.	1	
"	15	35	76	5	50	69	45	26.87	49	W.		
"	16	35	76	5	52	74	48	26.84	37	S. W.		
"	17	35	76	5	54	68	52	26.65	36	N. W.		
"	18	35	76	5	54	67	56	26.85	42	W.		
"	19	31	76	5	50	76	52	27.13	41	N. W.		
"	20	31	76	5	50	78	..	27.16	44	O.		
"	21	31	76	5	57	79	61	27.09	49	S. E.		
"	22	31	76	6	62	86	59	27.01	54	S. E.		
"	23	31	76	6	79	78	54	26.94	50	S. W.		
"	24	31	76	6	60	70	55	27.06	42	S. E.		
"	25	33	76	7	62	74	56	27.02	41	S.		
"	26	31	76	7	62	77	60	27.04	42	S.-N. E.		
"	27	31	76	7	62	77	60	27.04	42	"		
"	28	31	76	7	59	80	60	26.84	46	S. W.		
"	29	31	76	7	52	59	48	27.16	42	"		
"	30	31	76	7	56	62	49	27.02	38	S. E.		
"	31	31	76	7	57	..	56	27.07	41	O.		
August	1	31	76	7	56	74	56	27.06	46	N. E.		
"	2	31	76	7	52	74	59	26.93	38	S.		
"	3	31	76	7	50	76	46	26.81	41	S.		
"	4	34	76	8	56	77	44	26.82	41	W.		
"	5	34	76	8	46	76	58	26.93	31	W.		
"	6	31	76	8	62	89	61	26.92	46	S. E.		
"	7	31	76	8	58	73	55	26·89	54	W.		

SESSIONAL PAPER No. 25b

—*Continued.*

HENRY W. SELBY, DOMINION LAND SURVEYOR.

Days Fair.	Days completely clouded.	Aurora.	Thunder storms.	Fogs.	Hours Sunshine.	Humidity.	Remarks.
1					11		
1					14		Smoky.
1					12		"
1					10		"
1					10		"
1					11	70	" (Very thick.)
1					9	75	"
1					8	58	"
1			6 p.m.—1		13	52	"
1					6	77	"
1					12	94	"
1					7	38	" (Rained in evening.
1					10	94	
1			2 p.m.—1		6	75	Rained two hours in evening.
1					10	100	
1					14	60	
1					14	55	Smoky.
					4	70	
1					8	73	Showers at noon.
1					12	85	Showers in evening.
1					14	79	
1					9	74	Showers at noon and p.m.
					6	85	Fair in p.m..
1					10	100	
1					14	93	
1					12	87	
1					10	73	Showers at noon.
1					6	88	Showery all day.
1					4	62	A few flakes snow.
					2	100	Snow and sleet, a.m.
					8	91	Showery in a.m.
1					12	59	Showers at noon.
1					7	93	Showery all day.
					6	86	Rained all a.m.
1			5 p.m.—1		10	87	Thunder and hail, 4-5 p.m.
1					15	73	
1					12	63	
1			2 p.m.—1		10	100	
1					13	53	
1					14	76	
1					8	77	Showery all a.m.
					2	94	Thunder storm, 2-4 p.m.
1					10	100	
1					14	100	
1					8	55	Showery at night.
1					6	71	Showery.
1					9	100	"
1					8	100	"
1					15	77	
1					10	76	
	1				0	88	Rainy all day.
1					13	100	Showers at 7 a.m. and 6 p.m.
1			1		8	88	
1				1 a.m.	8	94	
1					10	88	Showers at night.
1					15	100	
1					15	87	
1			1		14	57	Showers at night.
1					12	84	
1			1		8	72	Showers in evening.
1			2 p.m.—1		6	94	
1			1		5	89	Showers all evening.
1			7 p.m.—1	a.m.—1	8	94	
1					14	100	
1					10	94	
1					10	79	
1					3	82	
1					6	88	
1					8	88	Showers at 2 p.m.
1					5	88	
1					8	93	
1					9	100	Showers at 2 p.m.
1					10	93	Showers in evening.
1					9	89	
1					8	82	

Month.	Day.	Place.			Temperature.			Barometer.	Min. Temp.	Direction of wind.	Days Rain.	Days Snow.
1905.		Sec.	Tp.	Rge.	7 am. °	2 pm. °	9 p.m °	"				
August..	8	31	76	8	52	76	61	26.89	43	W.	.....	.....
" ..	9	31	76	8	56	78	59	26.73	54	W.	.....	.....
" ..	10	35	76	9	57	70	48	27.01	38	S. E.	.....	.....
" ..	11	35	76	9	34	72	66	27.13	32	S. W.	.....	.....
" ..	12	35	76	9	56	70	57	26.90	50	O.	.....	.....
" ..	13	35	76	9	58	71	62	26.84	52	S. W.	.....	.....
" ..	14	35	76	9	44	56	45	26.70	39	"	.....	.....
" ..	15	35	76	9	37	62	48	26.76	34	"	.....	.....
" ..	16	35	76	9	48	61	46	26.62	46	"	1	.....
" ..	17	35	76	9	48	67	48	26.65	46	W.	.....	.....
" ..	18	35	76	10	49	68	52	26.53	43	W.	.....	.....
" ..	19	35	76	10	50	69	52	26.43	46	S. W.	.....	.....
" ..	20	33	76	10	50	67	46	26.62	44	N. W.	.....	.....
" ..	21	33	76	10	50	62	48	26.59	41	S. W.	.....	.....
" ..	22	33	76	10	45	60	51	27.01	33	N. W.	.....	.....
" ..	23	36	76	11	40	62	54	27.03	32	S. W.	.....	.....
" ..	24	36	76	11	48	60	56	26.99	44	S. W. & S. E.	.....	.....
" ..	25	32	76	11	46	66	48	26.91	46	S. W.	.....	.....
" ..	26	32	76	11	36	67	44	26.82	33	"	.....	.....
" ..	27	32	76	11	54	68	46	26.89	30	W.	.....	.....
" ..	28	32	76	11	36	70	55	26.86	30	N. W.	.....	.....
" ..	29	34	76	12	48	62	54	26.94	47	S. E.	.....	.....
" ..	30	34	76	12	48	60	54	26.86	47	"	.....	.....
" ..	31	34	76	12	50	59	54	26.78	50	E.	.....	.....
Sept'er..	1	34	76	12	46	66	57	27.06	45	S. E.	.....	.....
" ..	2	36	76	13	54	72	56	27.07	41	S.	.....	.....
" ..	3	36	76	13	34	66	51	26.87	45	S.	.....	.....
" ..	4	36	76	13	45	68	51	27.08	32	S. W.	.....	.....
" ..	5	34	76	13	48	60	44	27.00	46	W.	.....	.....
" ..	6	34	76	13	44	56	29	27.09	37	N. W.	.....	.....
" ..	7	31	76	13	32	58	32	27.27	24	W.	.....	.....
" ..	8	35	76	14	28	62	32	27.26	21	S.	.....	.....
" ..	9	35	76	14	38	56	45	27.13	21	S. W.	.....	.....
" ..	10	35	76	14	54	43	33	27.03	26	N. W.	.....	.....
" ..	11	35	76	14	28	50	34	27.45	20	W.	.....	.....
" ..	12	36	76	15	30	60	48	27.12	28	S. W.	.....	.....
" ..	13	36	76	15	38	68	50	26.84	36	W.	.....	.....
" ..	14	36	76	15	39	60	47	26.87	39	N. W.	.....	.....
" ..	15	31	76	15	37	59	43	27.17	37	W.	.....	.....
" ..	16	35	76	16	36	58	46	26.52	36	S. W.	.....	.....
" ..	17	35	76	16	45	52	42	26.43	39	W.	.....	.....
" ..	18	35	76	16	38	58	52	26.50	35	S. W.	.....	.....
" ..	19	33	76	16	50	60	50	26.34	48	N. W.	.....	.....
" ..	20	33	76	16	44	60	47	26.38	38	"	.....	.....
" ..	21	34	76	17	48	52	32	26.70	36	"	.....	.....
" ..	22	34	76	17	32	64	38	27.04	24	E. to W.	.....	.....
" ..	23	34	76	17	20	52	44	27.31	18	S. E.	.....	.....
" ..	24	31	76	17	48	50	46	26.96	41	"	1	.....
" ..	25	31	76	17	30	54	40	26.88	29	W.	.....	.....
" ..	26	Heart River.....			30	52	38	26.75	25	W.	.....	.....
" ..	27	35	76	18	30	60	44	26.86	27	O.	.....	.....
" ..	28	35	76	18	36	54	30	26.84	36	N. W.	.....	.....
" ..	29	35	76	19	29	58	38	27.04	24	N. W.	.....	.....
" ..	30	35	76	19	30	46	32	26.92	28	N.W. to S.W.	.....	.....
October .	1	32	76	19	40	62	24	27.13	26	W.	.....	.....
" ..	2	32	76	19	30	54	38	26.94	20	W.	.....	.....
" ..	3	32	76	19	38	53	43	26.77	24	W.	.....	.....
" ..	4	32	76	19	35	54	28	27.13	30	N. W.	.....	.....
" ..	5	34	76	20	35	42	38	27.00	24	N. E.	1	.....
" ..	6	34	76	20	37	41	38	26.85	36	O.	.....	.....
" ..	7	34	76	20	38	40	37	26.92	34	O.	1	.....
" ..	8	34	76	20	36	44	37	27.13	30	W.	.....	.....
" ..	9	34	76	20	32	39	28	27.51	32	N. W.	.....	.....
" ..	10	34	76	20	27	59	47	27.45	24	"	.....	.....
" ..	11	34	76	21	52	58	38	27.08	46	W.	.....	.....
" ..	12	34	76	21	34	41	26	27.17	30	N. W.	1	.....
" ..	13	34	76	21	20	42	38	27.55	20	N.	.....	.....
" ..	14	34	76	21	18	54	16	27.47	18	S. E.	.....	.....
" ..	15	34	76	21	34	42	16	27.77	13	N.	.....	.....
" ..	16	34	76	21	26	28	13	27.47	14	N.	.....	1
" ..	17	34	76	21	0	13	4	27.95	3	N. W.	.....	.....
" ..	18	34	76	21	1	24	6	27.72	14	N. E.	.....	.....
" ..	19	34	76	21	4	44	38	27.61	2	S. W.	.....	.....
" ..	20	34	76	21	32	46	32	27.71	32	N. W.	.....	.....
" ..	21	34	76	21	27	50	36	27.48	25	"	.....	.....
" ..	22	34	76	21	35	44	36	27.92	31	N. E.	.....	.....
" ..	23	34	76	21	32	40	34	27.88	30	O.	.....	.....
" ..	24	34	76	21	30	36	32	27.83	26	N. E.	.....	1
" ..	25	34	76	21	28	28	20	28.06	18	O.	.....	.....

SESSIONAL PAPER No. 25b

—Continued.

HENRY W. SELBY, DOMINION LAND SURVEYOR.

Days Fair.	Days completely clouded.	Aurora.	Thunder storms.	Fogs.	Hours Sunshine.	Humidity.	Remarks.
1					10	75	
1					8	82	
1					6	83	Showers in evening.
1			p.m.—1		8	74	Storm at night.
1				1	3	83	Shower at 2 p.m.
1			p.m.—1		7	94	
1				1	3	79	Showery in evening.
1					6	91	Showers at 2 p.m.
					3	93	Raining all day.
1					5	93	Showers at 2 p.m.
1					5	73	Showers at 5 p.m.
1			4 p.m.—1		7	87	
1					9	100	
1					3	80	Showery.
1					6	100	"
1				1	10	92	Shower at 4 p.m.
1			noon—1		4	93	Showery.
1				1	9	93	
1					12	91	
1					11	88	
1					10	82	
1				1	4	93	Showery in evening.
	1					100	Shower, 4 p.m. and evening.
	1					100	
1				1	10	100	
1					9	100	
1					10	76	
1					6	91	Smoky and at night raining.
1				1	2	93	
1					7	100	Showers in evening.
1					9	100	" "
1					11	52	
1					10	73	" "
1					6	58	
1					9	78	
1					10	100	
1					11	84	
1					6	84	Showery in evening.
1					9	91	
1					6	91	Showery all night.
					7	93	P.M. showery.
					6	100	A.M. showery.
	1					62	P.M. showery.
					10	69	
					7	59	
					4	79	P.M. showery.
					9		
	1					65	P.M. showery.
					9	89	
					6	78	A.M. showery.
					10	89	
					2	73	Mist.
					9	78	
	1					100	P.M. showery.
1					10	75	
1					9	89	Rain all night.
1					6	83	
1					8	62	
	1					62	Rain all day.
	1			1		100	
	1					91	
1				1	1	100	
1					5	89	
1					8	78	
1					6	67	Shower in evening.
					1		Drizzle all day.
1					9		
1					9		
	1						
	1						First snowfall.
1					7		
1					8		
1					5		
1					6		
1					4		
1					5		
1					4		
	1			1			Snow in evening.
1					1		

APPENDIX No. 36

WEATHER STATISTICS—5TH MERIDIAN—ALBERTA.

Month.	Day.	Place.			Temperature.			Barometer.	Min. Temp.	Direction of wind.	Days Rain.	Days Snow.
1905.		Sec.	Tp.	Rge.	7 am. °	2 pm. °	9 p.m °	"				
October..	26	34	76	21	22	24	18	28.37	8	N.	.....	1
" ..	27	34	76	21	8	22	16	28.56	15	O.	.....	.....
" ..	28	34	76	21	16	23	14	28.50	5	S. W.	.....	.....
" ..	29	34	76	21	6	27	16	28.48	16	O.	.....	.....
" ..	30	34	76	21	16	32	30	28.20	24	N. W.	.....	.....
" ..	31	34	76	21	24	38	36	28.08	34	S. W.	.....	.....
Nov'ber.	1	31	76	24	37	38	40	27.01	22	W.	.....	.....
" ..	2	31	76	24	23	43	42	27.31	28	W.	.....	.....
" ..	3	31	76	24	32	41	36	26.83	28	N. W.	1	.....
" ..	4	33	76	25	32	45	38	27.47	26	O.	.....	.....
" ..	5	33	76	25	36	44	41	27.41	32	S. W.	.....	.....
" ..	6	33	76	25	33	56	50	27.53	47	"	.....	.....
" ..	7	36	76	26	52	60	43	27.25	33	W.	.....	.....
" ..	8	36	76	26	34	54	37	27.54	26	W.	.....	.....
" ..	9	36	76	25	29	40	36	27.29	24	O.	.....	.....
" ..	10	33	76	23	22	43	28	27.41	22	O.	.....	.....
" ..	11	31	76	21	22	48	43	27.49	40	S. W.	.....	.....
" ..	12	32	76	19	50	54	41	27.16	37	W.	.....	.....
" ..	13	Lake		19	40	53	49	27.22	38	S. E.	.....	.....
" ..	14	Heart River.....			39	40	36	27.13	34	S. W.	1	.....
" ..	15	Slave Lake Post....			34	..	..	27.02	.....	S. E.	.....	.....

SESSIONAL PAPER No. 25b

—Continued.

HENRY W. SELBY, DOMINION LANDS SURVEYOR.

Days Fair.	Days completely clouded.	Aurora.	Thunder storms.	Fogs.	Hours Sunshine.	Humidity.	Remarks.
.....	1	.....	.....	.....	.....	.....	
1	.....	.....	.....	.....	3	.....	
1	.....	.....	.....	1	6	.....	
1	.....	.....	.....	.....	8	.....	
1	.....	.....	.....	.....	3	.....	
1	.....	.....	.....	.....	2	.....	
1	.....	.....	.....	.....	3	.....	
1	.....	.....	.....	.....	4	.....	Rain at night.
.....	.....	.....	.....	.....	3	.....	Rain in afternoon.
1	.....	.....	.....	.....	8	.....	
1	.....	.....	.....	.....	7	.....	
1	.....	.....	.....	.....	4	.....	Shower in a.m.
1	.....	.....	.....	.....	6	.....	
1	.....	.....	.....	.....	8	.....	
1	.....	.....	.....	.....	9	.....	
1	.....	.....	.....	.....	5	.....	
1	.....	.....	.....	.....	4	.....	Shower in evening.
1	.....	.....	.....	.....	6	.....	
1	.....	.....	.....	.....	4	.....	
.....	.....	.....	.....	.....	5	.....	Showery all day.
1	.....	.....	.....	.....	6	.....	

APPENDIX No. 37 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF J. N. WALLACE, D.L.S.

SURVEY OF THE EIGHTEENTH BASE LINE, WEST OF THE FIFTH MERIDIAN.

CALGARY, ALTA., February 3, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of the survey of the eighteenth base line west of the fifth meridian, undertaken in accordance with your instructions of March 1, 1905.

As the season was likely to open very early, and as, unlike most surveyors in the district, I could get the horses to my starting point without having to take them on the ice, I decided that nothing would be gained by commencing operations before the spring opened, although it was necessary to get as much freight as possible sent up the Athabaska river before the ice broke up.

I therefore at once sent about seven tons of supplies, hay and oats, up the Athabaska river on the ice to a point about eighty-five miles above the Landing, where it was estimated the base line would cross the river. This proved a difficult and dangerous operation, as when the freighters started from the Landing on March 2 the ice was already beginning to break up, the water was running over the surface in many places, and there was risk of losing the whole load. However this task, as well as many similar ones during the season, was very satisfactorily carried out under the charge of Mr. James Bisset, one of my survey party. The freight being left within a mile of the crossing of the base line, I was saved a great deal of trouble and delay, which would have been unavoidable had I been dependent on getting this freight up by boats, or on carrying it across country on pack horses. Unfortunately the ice was in such a dangerous condition that there was no time to divide the load and make a cache on each side of the river, which would have saved the trouble of subsequently having to ferry nearly all of it across the river.

On April 10, I left Calgary to commence field operations, and reached Edmonton the same day. On the 18th the party left Edmonton with my assistant, Mr. W. T. Green, and reached Athabaska Landing on the 21st, I having been delayed a few days at Edmonton waiting for my transit.

On April 28 we left the Landing, the horses and greater number of the party, including myself, travelling across country some forty miles northeast to the cache of supplies on the river, while five of them went up the Athabaska, tracking a small boat to be used in getting the heavy load of freight across the river at the cache.

We reached the cache on May 4, and had the bulk of the freight ferried across and placed in a new cache on the west side by May 8.

Next day we moved back some seven miles easterly to the fifth meridian, where I was to commence work. At the township corner it was found that while the old wooden post (planted in former surveys beside the iron post at township corners), and also the two bearing trees indicated the corner in one place, the old iron post was standing on the meridian fourteen chains and thirty-eight links further south. I therefore opened out the fifth meridian for a mile north and a mile south of the township corner, and found that the remains of the quarter-section and section corners both north and south, and their bearing trees all correspond with the position of the old wooden post, and not with that of the iron post. Here was a very serious source of error. It is very extraordinary that whoever removed the iron post should have

gone to the trouble of carrying it so far down the meridian and then planting it again.

From May 9 to December 4 the line was continually run until, at the latter date, the difficulties in regard to feed for the horses, which had been very serious all season, became too great, and work was stopped at the end of range 19, after running one hundred and fourteen miles, nearly all of it in a difficult country, and about thirty-five miles in as rough a country as I believe a base line has ever been run, excepting in the neighbourhood of the Rockies.

We reached Prairie River settlement, near the west end of Lesser Slave lake, on December 9, where I left twelve of the best pack horses to be wintered with Mr. Oliver Hill, and the pack outfit with Bredin and Cornwall. On December 16 we left the west end of Lesser Slave lake, reached Athabaska Landing on December 23, and Edmonton on December 28, where the party was paid off, and I came down to Calgary on January 2.

Eighteenth base line.—From the fifth meridian to a crossing of Athabaska river, the base line runs through a rolling country covered irregularly with spruce and jackpine, with a few local areas of poplar, the timber being nearly all small, but growing thickly.

West of the Athabaska, the first six miles are through a rolling country, covered with jackpine, spruce and poplar, with local swamp land. For about a mile east and three miles west of the crossing of Saulteux river the lands are very swampy.

The country begins to rise at the end of the first mile in range 4, and, while there are a few local descents, the elevation of the whole rises steadily for twenty-six miles to the summit of Deer mountain, where the line reaches an elevation of over three thousand seven hundred feet above sea level, being a total rise from Athabaska river of nineteen hundred feet. The lands along this slope are all densely timbered. For some nine miles, across range 4 and to the centre of range 5, the timber is generally a heavy growth of poplar, running to fourteen and eighteen inches, with small areas of jackpine and spruce. From the centre of range 5 to the west end of range 13, a distance of over fifty miles, the timber is fully eighty per cent jackpine, and of the remainder much the greater portion is spruce, poplar only occurring in small isolated patches.

From the summit of Deer mountain, which occurs at the centre of range 8, the land falls about twelve hundred feet in six miles to Swan river. West of this river it again rises steadily to an elevation of about thirty-three hundred feet near the centre of range 10. From here for six miles to the centre of range 11, the whole country is cut up by hills, valleys and ravines.

Further west the country is a succession of small mountains, the highest point reached on the line being near the west end of range 12, where the elevation is about four thousand two hundred feet. From this last summit the line falls some fifteen hundred feet in eight miles to the crossing of East Prairie river, the intervening area being composed of hills and valleys.

East Prairie river forms about the westerly end of the very rough country, but the line for some thirty miles further west to the end of range 18 is still in a hilly country. West of range 18 the land falls to Little Smoky river, the end of the line being at an elevation of about twenty-five hundred feet, and the country falling steadily further west.

The area of hills and mountains extends from the east end of range 4 to the west end of range 17, the roughest part being along ranges 7 to 13, and probably extending for a distance of about fifteen miles to the north and south of the base line.

This latter rough area is unsuitable for settlement. The country is too broken and the soil too poor, being largely composed of sand and boulders. A remarkable characteristic is the almost total absence of grass, the entire surface for mile after mile being covered with moss. The cause of this must be the high elevation. There is abundance of good grass everywhere in the country around Lesser Slave lake at an elevation of about fourteen hundred feet below the average elevation of these hills.

The rivers crossing this area have all the characteristics of mountain streams. Their current is very rapid, their bed formed of gravel and boulders, and the water is beautifully clear. All the larger streams flow in sloping valleys, five hundred to eight hundred feet deep, but there is no level or agricultural land along their course. The hills and mosses descend almost to the water's edge.

This rough area, while being quite unsuitable for settlement, would make an admirable timber and game reserve. It holds the sources of many large streams, is well protected from fire by almost daily rain, and at present contains a large quantity of moose and fur-bearing animals. The timber, certainly, can never be expected to grow very large on account of the shallow nature of the soil, but on the other hand, if what timber there is, is not preserved, there will probably be nothing of value left in these hills at all. Of course it would, first of all, be advisable to have the locality explored to ascertain the exact limit of the very rough area.

West of range 18, the whole country has a better aspect. The soil is much better and although the country is thickly wooded, it is generally with poplar, birch and alders, coniferous trees not being nearly so common as on the hills further east.

If, as may possibly be the case, the line of the Grand Trunk Pacific Railway should pass some ten miles to the southwest of Sturgeon lake and from there across Smoky river to Grand prairie, Sturgeon lake will almost certainly be the shipping point for a large amount of freight to and from the west end of Lesser Slave lake. There is indeed no other feasible way for the lake to have communication with Edmonton except the present roundabout and troublesome route by way of Lesser Slave river and Athabaska Landing. The area of hills stretching along the eighteenth base line cuts off all more direct routes. The road marked on existing maps as 'wagon road to Edmonton,' and running southeast from the west end of the lake, is a quite impracticable route for wagons, and its continuance on maps is very misleading.

For these reasons it seems probable that the country around Sturgeon lake and from there to Lesser Slave lake may become settled at no very distant date.

I wish to express my satisfaction with the careful and accurate manner in which my assistant, Mr. W. T. Green, B.A., carried out his share of the work during the season.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) J. N. WALLACE, *D.L.S.*

APPENDIX No. 38 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF JAMES WARREN, D.L.S.

RESURVEYS IN SOUTHERN SASKATCHEWAN.

WALKERTON, ONT., April 26, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report of my work during the season of 1905.

I left Walkerton on June 6 and arrived at Moosejaw on the 10th. My first care was to procure suitable horses for my transport, and I was successful in getting six fair horses, that on the whole gave satisfaction and stood the season's work very well. I arrived at our townships on June 19, and had no trouble in finding our lines. The first township was 12, range 27, west of the second meridian. This township is very

undulating and in many places very hilly. There were a few good sections in this township, but not enough to make it desirable for settlement.

Our next township was 11, range 27, west of the second meridian, which was also very undulating and hilly, not many sections suitable for settling or farming. After completing this township we moved into township 10, range 27, west of the second meridian. We found this township also quite undulating, but the hills were not so high as in the two previous ones, but there was not much good land that would be available for farming.

After completing these townships we decided to go south to the southerly part of our work. The first we came to was township 6, range 28, west of the second meridian, where we began work on July 24. This is a very broken township, especially the northern part, and also is broken by part of Willowbunch lake. The water in this lake is quite alkaline, as is a great deal of the water in this district. There were some people preparing to move on parts of the southerly sections in which are some fair sections of land.

Our next work was in township 5, range 29, west of the second meridian, which we found very rough, especially in the northern portion, which is broken up a great deal by deep ravines which slope northerly into the valley or flats of Willowbunch. We found a few ranchers settled in the northern part among the ravines which gave good shelter for stock. The next township—4, range 29, west of the second meridian—was not on the whole so much broken. Yet the land would not be well adapted for farming. We found some fair hay marshes which were readily taken advantage of by the settlers from Willowbunch. After completing this township we went on to township 4, range 25, west of the second meridian, which was our most southerly work. We found this township also very broken in places, also a good deal of alkali, on the southerly borders of Willowbunch lake, but there are some fair hay lands which are taken advantage of for the hay produced. This township and the one to the north of it, township 5, range 25, west of the second meridian, are broken by Willowbunch lake, which last township is divided into three parts by the lake. The surface of this last township is more even, not so hilly as some of the other townships, and there are some sections that would make fair agricultural lands. On completing this township we moved on north to the northerly part of our work, and began on township 10, range 26, west of the second meridian. This township, especially in the northerly part, was very hilly, some of the hills being over two hundred (200) feet high. There were two lakes in this township that had to be traversed, having the water quite alkaline.

Our next township was 10, range 25, west of the second meridian. This we found a very tedious one, as there were nine lakes that had to be traversed—in all about twenty-five miles of traverse. This is also very much broken by hills, and the lakes referred to. Toward the last the weather got quite rough and stormy, so that some days we could not work on account of the snow and rain, and as the season was well advanced, we decided to stop operations for the season. Having completed this township, we went out with our camp furnishings and arrived at Moosejaw on October 24.

My first care after paying off my men was to procure suitable quarters for the horses, which were all in good condition, and quite fit for wintering with safety. I found a rancher, Mr. W. G. Buchannan, who undertook to winter them for $10 a head, and to properly stable them in stormy weather. I have sent a copy of the agreement to the department, also a list of articles stored which belonged to the outfit.

According to instructions, I corrected an error in a line southwest from Yellowgrass station, of which I also sent in my report to the department, after which I returned home to Walkerton, arriving here on November 16.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) JAMES WARREN, *D.L.S.*

APPENDIX No. 39 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF M. B. WEEKES, D.L.S.

SURVEYS IN MANITOBA.

OTTAWA, June 16, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on my survey operations during the winter of 1905.

In accordance with your instructions of December 12, 1904, I left Brantford on December 26, and proceeded to Dauphin, where I outfitted.

My first work was to complete the survey of the north boundary of Manitoba westerly from the centre of range 27, and to run six miles of the west boundary.

The country through which the line ran is heavily timbered throughout, with a great quantity of deadfall and heavy underbrush. The Canadian Northern railway runs nearly parallel with this line, and rendered the moving of my outfit comparatively easy, until we were ordered off the track by the section foreman.

On checking the position of my starting point, I found the post at the northeast corner of section 33, township 44, range 27, west of the principal meridian, to be eight chains too far east. After correcting this, the work proceeded continuously.

In ranges 27 and 28 the timber is heavy, being poplar and spruce from six to fifteen inches in diameter, and some trees running up to twenty-four inches. The best of the timber, however, has been cut and used in the construction of the Canadian Northern Railway, about a mile south of the line. In section 34, range 28, the spur line to the Red Deer mill of Red Deer lake is crossed. This concern is a large one and employs many men. In range 29 the country is somewhat drier than in ranges 27 and 28, where the land is very low, and in summer must be very wet and boggy.

The east boundary of township 44, range 30, west of the principal meridian, is in heavy poplar and spruce. This line gradually rises toward the south, where its southerly end comes to the Porcupine hills. Numerous creeks cross the line. These drain the Porcupine hills toward Red Deer lake. The base line across ranges 30, 31 and 32 is more open. The country is covered with small spruce and tamarack. There is very little land along the 12th base line in these ranges suitable for agriculture. Occasional small patches, however, are dry enough to grow crops. There is no settlement along this line, except a few sectionmen who work for the railway, and they are chiefly Galicians. This line was completed to the second meridian by February 13, and mounded throughout. I then moved south to complete the survey of the 10th base line as far as Lake Winnipegosis. I accordingly left the railway at Cowan, and having procured fresh supplies from Dauphin, we cut a trail to the northeast corner of township 36, range 22, west of the principal meridian. After producing this line fourteen miles and a half we struck Lake Winnipegosis.

The country along this line is absolutely worthless for farming, consisting of muskegs and large open marshes separated by sandy ridges covered with a good growth of jackpine. While engaged on this line the weather became very mild, and the snow entirely disappeared, and we returned to the railway with our sleighs through two feet of water.

On section 35, township 36, range 21, west of the principal meridian, North Duck river was crossed. This is a stream about forty feet wide and three feet deep.

In section 31, township 36, range 19, west of the principal meridian, the winter trail from Cedar lake to Winnipegosis was crossed. This is the trail by which most of the fish is brought down from Cedar lake.

As the warm weather continued, I was unable to complete the survey of the 8th base line across Lake Manitoba as I had expected to. This part of the country being

now all under water and there being no snow, I was compelled to return to Dauphin. Here I sold the outfit according to instructions, and left for Brantford, where I arrived on April 1, 1905.

One remarkable thing about this part of Manitoba is the great abundance of large game. Every day we saw moose and elk and sometimes as many as five or six together.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) M. B. WEEKES, *D.L.S.*

APPENDIX No. 40 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF ARTHUR O. WHEELER, D.L.S.

PHOTO-TOPOGRAPHICAL SURVEY OF THE ROCKY MOUNTAINS.

BANFF, ALBERTA, April 30, 1906.

E. DEVILLE, Esq., LL.D.,
Surveyor General,
Ottawa.

SIR,—In 1903 a photo-topographical survey of the Railway Belt through the main range of the Rocky mountains was commenced by the writer at the point where it had been discontinued by J. J. McArthur, D.L.S., and has been carried forward continuously since then.

For the past season work was begun early in June, the party leaving for Castle mountain station on the Canadian Pacific railway on the 8th of the month.

On the 9th, accompanied by two assistants, a climb was made to the crest of Tunnel mountain at Banff to obtain the speed of the Camera plates used for the survey.

While in the Vermilion valley during the fall of 1904, the smoke from forest fires was so dense that a large number of the views were rendered quite useless. It was, therefore, necessary first to again visit the valley and occupy some additional stations. Four peaks were ascended from June 13 to 20, with a greatest altitude of 8,682 feet above sea level.

Wet and cloudy weather had now set in and it was found impossible to occupy another station until June 28, when a climb was made to a point on the side of Castle mountain, to supplement inadequate data, due to bad weather the previous season. The altitude of the station is 7,841 feet.

The party next proceeded to Field, B.C., and first made an ascent to a high point of Mt. Burgess, to obtain views of the Kicking-horse flats, lost the year before through smoke. Magnificent views were obtained. The altitude of the point is 8,001 feet. A trip was then made into the Yoho valley and six peaks occupied, the greatest altitude being that of Mt. Collie (10,315 ft.). One other station, overlooking Peyto lake, was occupied at an altitude of 10,015 feet; a third, Kewetinok peak, at the extreme head of the upper Yoho valley, is 9,512 feet; and the other three are about 8,500 feet above sea-level. This second trip to the Yoho valley was also due to the continued smoke of the year before.

There is no place within the tourist portion of the Rocky mountains where so much of varied mountain scenery is compressed into so small an area as in the Yoho valley. It is difficult to express the wonder of the colour contrasts that meet the eye in the ever changing panorama of snow-clad peak, rock precipice, dazzling névé, shin-

ing glacier ice and bronze-green forest of pines, midst which nestle magic lakes of changing shades of blue and green.

Work in the Yoho valley occupied until July 18, when a traverse was made of the road from Emerald Lake chalet, one of the Canadian Pacific railway summer hotels, to Field station at the base of Mt. Stephen. The traverse of seven miles occupied the 20th and 21st days of the month.

A portion of the party was now transferred to Cougar creek, some five miles from the summit of Rogers pass in the Selkirk range, and a survey of the newly discovered caves in the Cougar valley commenced. A description of the valley and the caves will be found below. The balance of the party were employed cutting out a trail up the valley of the Amiskwi river, the one line lying immediately west of the Yoho valley.

On August 9, the party, having returned from the Selkirks, pushed northward up the stream named. The distance from the railway to the Amiskwi pass is about 27 miles. Over part of it a rough trail exists; the balance is through primeval forest. Before reaching the pass, a very striking waterfall, on the east side of the valley, dropping fully 800 feet in a series of beautiful cascades, furnishes a feature that may be classed with the Takakkaw and Twin falls. The name of 'Amiskwi falls' is suggested.

Arrived at the summit of the pass, a view of unsurpassed grandeur bursts upon the vision. To the north, across the valley of Blaeberry river, Mt. Mummery (11,000 ft.) mingles its double snowy peaks with the clouds, while down its sides pour from every direction a wild confusion of ice cascades, culminating in one grand torrent of ice, broken and seamed throughout by huge crevasses and reaching far down into the valley. Northwestward lies the historic Howse pass of early fur trading days, and beyond, to the north, rise the giants of the range: Mts. Forbes, Columbia, Bryce, Lyell, Athabaska and Saskatchewan. Here, you are on the farther side of the Wapta snow-field and the north faces of Mts. Habel, Collie and Baker greet the eye. They present sheer rock precipices, rising grandly from the valley below, and between their towers and buttresses pour rivers of ice from the gret storage basin of the Wapta snow-field. The valley has wonderful charms of alpine scenery, and excellent fishing, combined with perfect camp grounds, render it a spot well worthy of attention from tourists.

I regret to say that the landscape was again veiled in smoke and, although the party was camped on the pass and at other points along the valley from August 13 to 29, it only succeeded in occupying nine peaks and was unable to finish the work in this locality. Owing to incomplete data, the altitudes are not yet computed.

On September 2, a station was occupied on Mount Hurd at an altitude of 9,265 feet. On September 6, the summit of Mount Vaux was reached; altitude, 10,900 feet. On the 11th, two additional stations were completed on Mount Hurd; and on the 12th, a rock cairn was placed on the crest of Mount Duchesnay, at 9,592 feet, and photographs and azimuths taken therefrom. On September 15, stations were occupied on the west side of Porcupine creek, near Leanchoil.

During the entire month of September the weather was very broken, and clouds and rain were much in evidence. For this period, when the party was unable to climb, it was employed making a traverse of the railway, and tieing in with the peaks occupied, from Leanchoil easterly to Ottertail and westerly towards Palliser.

On September 14 and 16, a traverse was made of the road leading from Leanchoil station to Ice river valley, and on the 17th and 18th the party moved up to the head of that stream. Camp was located here until October 1, but it was only found possible to occupy three peaks, and the valley will again have to be visited.

Climbing was now closed for the season, as winter had practically set in on the peaks, so the party returned to the railway and spent the intervals of fine weather, until the 27th, in traversing the railway to a point between Palliser and Golden, in taking views at various points along the traverse and in hunting up and tieing in section lines with the traverse and cairns set on the several peaks in view from the railway.

On october 28, 30 and 31, a traverse was made of the roads, both old and new, from Laggan station to the Canadian Pacific Railway Company's chalet at Lake Louise ; also of the road now in course of construction to Moraine lake. On November 2 the party returned to Calgary, and was paid off.

NAKIMU CAVES.

Nakimu caves are situated in the Glacier park reserve, directly in the bed of Cougar creek, of which they form the present channel, and have been hollowed out through its agency in bygone days. They are six miles from Glacier House, the Canadian Pacific Railway hotel near the summit of Rogers pass.

From Glacier House a good bridle trail traverses the south face of Mount Cheops and leads to Cougar creek water-tank. The trail has been in operation for two years, and each spring is cleared of fallen debris from avalanches by the railway company. The distance is 3·8 miles. It is, therefore, only necessary to construct a bridle path from Cougar creek water-tank to the camp ground at the caves, a distance of very nearly two miles. I understand an appropriation has been made for the construction of this trail as soon as the snow is off the ground.

Although the caves were first visited by prospectors some years ago, it was not until the fall of 1904 that they were brought prominently to public notice by Charles H. Deutschman, a most picturesque hunter and prospector, who was exploring in the vicinity. The writer first visited the Cougar creek valley in 1902, at which time the peaks along its northern boundaries were occupied as photographic stations when mapping the Selkirk regions. The caves were not then seen, as the bottom of the valley was covered by photographing from a great height.

The upper Cougar creek valley is of very special interest for two reasons other than the caves, viz.: (1) It is of that special type known as 'a hanging valley,' or one that has been carved out in a U shaped cross-section by the action of glacial erosion, and not in the form of a V as would have occurred through the action of water erosion alone. It is, moreover, a very pronounced form of its type. The numerous small glaciers that still line the sides and head of the valley give it exceeding great beauty and interest in summer time. (2) I know of no other spot in the Selkirks where alpine flora is more abundant and varied, and this fact alone is an attraction not to be despised. The wealth of colour displayed by the mingled beds of yellow Adder's Tongue (*Erythronium Gigantium*), scarlet Painter's Brush (*Castilleia*), blue Larkspur (*Delphinium bicolor*), crimson and yellow Monkey-flower (*Mimulus*), purple and pink Asters and the False heaths (*Bryanthus* and *Cassiope*), together with numberless other species of greater variety and equal attraction, are marvellous and strike the beholder dumb with wonder and pleasure. As this rich display of colour follows the melting snows up the valley, it lasts well until the end of August.

The writer made three visits to the caves during the past year: the first, at the end of June, was merely exploratory and to ascertain the best means of making a thorough survey of them and their surroundings. The second, from July 23 to August 6, was made with a party, and a detailed survey was completed of the valley and of the two series of caves that had been explored to that date. Later in the month of August, the third and largest series of caves was discovered by Deutschman, and, from October 16 to 21, the writer, accompanied by three assistants, of whom Deutschman was one, made a survey of the newly dicovered series.

The caves comprise a labyrinth of passageways, cut through a ridge of dark blue limestone forming the floor of the valley. The limestone adjacent to the passageways is partially marbleized, in several places showing grotesque markings in white crystallized lime. At intervals, the passages open into curious circular potholes, descending one to the other in a succession of steps. There are cavernous openings and deep abysses, into which subterranean waterfalls leap with a thunderous vibrating roar, rendering the pith-black depths, lighted only by the feeble rays of lanterns, unearthly in the extreme. Overhead, weird spurs of rock reach forth in fantastic shapes. Here

also are marble halls, and walls and ceilings frescoed in florescent creations of snowy whiteness which may for a moment, by means of a flashlight, be wrested from the stygian darkness.

Throughout the entire system, the floors are of broken jagged rocks, seamed and traversed by cracks, and, in many places, only accessible to skilled climbers. In several instances, the passages are so narrow and low as to require much squeezing and wriggling to admit of the body.

The outside surroundings are intensely wild. The stream disappears into the ground to reappear at some depth below in a swirl of foaming cascades; then disappears again into a cave opening with a grand leap of broken water and flying spray. It is next seen at the bottom of a deep gorge, spanned by two natural bridges, within whose gloomy depths is situated the entrance to the final series of caves. The descent to this entrance has heretofore been effected by an almost perpendicular climb down the steep rock sides by means of a knotted rope, eighty feet of a drop.

The entire series is encompassed within a mile, the subterranean stream eventually joining the surface flow of Cougar creek at some point below, which has not yet been located definitely. Many improvements will be required before the caves are made readily accessible, but even as they stand they are most fascinating and well worthy of a visit, not only on account of their own awe inspiring and unique sights, but from the grand display of alpine surroundings with which this glaciated valley is replete.

The writer and his staff have completed a topographical map of Cougar valley, on a scale of $\frac{1}{5000}$, showing its general formation and features. On the same sheet is a map of the caves system, to a scale of 100 feet to an inch. The map, together with an illustrated monograph on the subject, will be submitted shortly for publication in connection with the advertising of this most attractive feature of Glacier park at the summit of the Selkirk range.

STATISTICS OF THE SEASON'S SURVEY.

Of 147 days, comprising the field work, 35 were lost owing to wet and cloudy weather and 10 through smoke from bush fires. In all, 40 ascents were made and 86 camera stations occupied, from which 347 plates were exposed. The greatest altitude attained was 10,900 feet above sea level. At each camera station, a round of azimuths was taken on surrounding stations and to obtain orient points for the views.

Of traverse, 21 miles of railway and 25 miles of road were measured. Along the railway all courses were chained twice to ensure accuracy.

During the early part of the summer, Seed's non-halation L. Ortho plates were employed as giving the finest results while the light and cloud effects were at their best. For the latter part of the season, Cramer's slow isochromatic plates were used, yielding better results for the longer exposures required.

OFFICE WORK.

The work in the office consisted of developing the negatives and making solio prints from the same. Plotting enlargements, also, were made from the negatives, one of the assistants of the party, skilled in such work, being sent to Ottawa for the purpose.

The remainder of the winter was spent in making the map referred to above, in plotting the camera stations and traverse and computing the altitudes of the former, and in contouring the general map of the portion of the main range covered by the survey. It is expected that another season will complete the data required to furnish a general map for tourist and other purposes.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) ARTHUR O. WHEELER.

SESSIONAL PAPER No. 25b

APPENDIX No. 41 TO THE REPORT OF THE SURVEYOR GENERAL.

To the Honourable Frank Oliver,
Minister of the Interior,
Ottawa, Ontario.

Sir,—I have the honour to submit an illustrated monograph dealing with the recently discovered underground waterways, situated in the valley of Cougar creek at the base of Mount Cheops. They lie close to the Canadian Pacific Railway's hotel near the summit of the Selkirk range, within the railway belt in the province of British Columbia, and, on this account, are easily accessible.

Owing to their unusual structure, the absence of stalactites and stalagmites, and their peculiarly shaped and much ruined caverns and passageways, pointing to the agency of seismic disturbances as a very appreciable factor in their origin and present condition, they are of the deepest interest, and well worthy of a visit.

Independently of the caves, the upper valley of Cougar creek is one of the most beautiful glaciated alpine valleys in the entire Selkirk region, and abounds with instruction and pleasure to all lovers of nature. Considered as an asset and attraction of Glacier park, near the centre of which they lie, the caves and their valley are of much value, and will become more so as they are made of easier access to the travelling public.

Accompanying this monograph is a topographical map of the entire valley and of the peaks enclosing it, shown by contour lines of 100 feet equi-distance; also, on the same sheet, a detail map of the subterranean passages comprising the caves system and of the topography of their immediate vicinity.

Respectfully submitted,

ARTHUR O. WHEELER,
Topographer, Department of the Interior.

NAKIMU CAVES.

By Arthur O. Wheeler, F.R.G.S.,
Topographer, Department of the Interior.

APPROACH TO THE CAVES.

From Glacier House as a centre, the caves may readily be reached in five hours, and when the trail, now in course of construction, from Cougar creek water-tank at the railway, to the camp at the caves, is completed the journey may be done in less time. It would, however, not be possible to see the various systems and return the same night, so advantage may be taken of the good camp accommodation that is provided for visitors.

At Glacier House, a number of saddle and pack ponies are kept during the summer season and are available for travel to the caves, a distance of very nearly six miles. The trail starts quite close to the hotel, on the north side of the Illecillewaet river, and skirts along the base of Mt. Cheops for three miles, passing through some magnificent forest growth of cedar, fir and hemlock. It touches the railway at the loop about halfway, and, cutting across a bend of the river, does not again strike it until nearly at the tank. From this point, while the trail up Cougar creek valley is being completed, it will be necessary to proceed on foot.

At first there is a steep pull up through a belt of forest and then the path traverses the hillside, still keeping on the slopes of Mt. Cheops, through a dense growth of bracken, rank grass and alders. For this portion, the grade is a falling one to the bed of the stream, which is then followed for, practically, the rest of the distance. The stream is a wild mountain torrent, leaping in a white swirl of foam from boulder to boulder. Its precipitous rush and deafening roar, to which may be added the shrill, incisive whistle of the mountain marmot, render the surroundings most impressive and mysterious.

As you proceed upward, about one and a third miles from the tank, you come to a spot in the creek where water is seen welling up out of the ground; beyond, the volume of the stream is much diminished. This place is supposed to be wholly, or in part, the exit of the underground flow from the caves. A third of a mile farther on, at a certain spot, no matter how sultry the day, a shaft of cold wind strikes you and, on looking for the cause, you observe two narrow lateral cracks in the rock strata across the creek. Crossing the stream, for closer observation, it is found that a sharp current of air similar to that produced by an electric fan, but stronger, is proceeding from somewhere in the interior of the mountain. This is the first intimation you get of the caves. The place is shown on the accompanying map as 'The Wind Crack.'

Continuing upward, a most picturesque waterfall of about 60 feet is seen breaking over the cliff and disappearing in an opening of the caves directly below it. It has been named 'The Goat Falls' and contributes its volume to the subterreanean stream flowing through the caves.

Swinging to the left, a climb of some 200 feet up a narrow gully, where the hillsides close together, brings you to the entrance of the Upper Cougar creek valley and the first of the cave openings. Directly above on the right is 'Point Lookout' (Plate IX.) commanding a grand view of the distant Illecillewaet glacier and the peaks and snow-fields to the south. It also embraces the entire length of Cougar creek, up which the journey has just been made. Immediately beyond Point Lookout, is the cave opening referred to, leading in pitch darkness to a sheer drop of 120 feet to the bottom of 'The Pit,' as it is termed. The little draw we are following between the ridges is now cut off by 'The Gorge,' a deep gash in the valley, at the bottom of which flows Cougar creek. The trail therefore turns to the left and almost directly reaches the visitors' camp ground. The tents are pitched on a little grassy bench, bright with alpine flowers and surrounded by graceful waving spruce trees and aromatic-smelling balsams, of whose branches the visitors' beds are made. Across a small ravine, reached by a path cut in the hillside, is the camp of the guide and caretaker, placed directly under the trees. Altogether, it is a charming spot, full of sights that are new and interesting. All around are sweet mountain smells, and the dull roar of the creek leaping into the caves close by has a most soothing effect.

DISCOVERY AND EXPLORATION OF THE CAVES.

Messrs. D. Woolsey, of Revelstoke, and Walter Scott, of Nakusp, are reported, while prospecting in the Cougar valley, to have been the first persons to see the caves. They then descended to the bottom of 'The Gorge' by means of a fallen tree trunk leaning against the side (Plate X.), a rather perilous means of descent. No importance was at that time attached to their discovery.

In the summer of 1902, the writer passed close to the caves on his way to occupy, as photographic stations, the two high peaks at the head of the valley on the north side, but he was then camped on the summit of Baloo pass, between Bear and Cougar creeks, and did not visit the bottom of the valley where the caves are.

In September of the same year, a Mr. and Mrs. Weiss made the ascent of Cougar Mt., accompanied by the Swiss guide, Edouard Feuz. They speak of the Goat falls seen about halfway up the valley as well worthy of a visit 'if a trail of some sort could be established through the bush.'

It was not, however, until May of 1904 that the caves were discovered, in series, by Charles Henry Deutschman, of Revelstoke, a British subject. He was prospecting for minerals and hunting big game when he found them, and, according to his personal statement to the writer, he located them as a mineral claim on October 22 of the same year. The first person to enter the caves after C. H. Deutschman was A. Johnston, editor of a Revelstoke newspaper, the *Mail-Herald.*

On May 29, 1905, a party of twelve persons visited the caves, all of whom were residents of Revelstoke, excepting Howard Douglas, of Banff, Superintendent of the Rocky Mountains Park, W. S. Ayres, M.E., then resident at Banff, and R. B. Bennett, Associated Press correspondent, of Vancouver. The party was organized for the purpose of enabling W. S. Ayres, an expert underground engineer, to report upon the discovery to the Dominion government, for the caves had now been ascertained to be situated well within the Glacier Park reserve. Mr. Ayres, with a portion of the party, remained until June 3, to make surveys and explorations. His report, dated June 8, 1905, and accompanying map will be found in the appendices hereto. As the valley generally was at that time of the year largely filled with snow, it was deprived greatly of the natural beauty that attaches to it during the summer time, and most of the photographs taken were what might be termed winter scenes. The next visit was made by the writer on June 27 and 28, accompanied by C. H. Deutschman and the Rev. Dr. Herdman of Calgary. It was a preliminary trip to size up the situation and make plans for a thorough survey of the caves and locality at a later date, when the snow should have completely gone from the floor of the valley, for there was still abundance of it at the date named.

Having looked over the ground and visited the caves as far as they had been explored, the matter was allowed to stand until July 23, on which date a portion of the writer's survey party was transferred from the Main range and put in camp beside the track at the Cougar creek water-tank. Signals were promptly erected, and a photographic survey made of the entire valley of Cougar creek and of the peaks enclosing it. As soon as this was completed, work was taken up in connection with the caves, and a location made of them as far as then known, both above and below the ground. For the valley, the usual photographic methods were employed. To delineate the topography in the immediate vicinity above the caves, the transit, compass and level, aneroid barometer and chain were used; and for the interior of the caves an Abney clinometer, aneroid barometer, prismatic compass and steel tape. Acetylene bicycle lamps were used for lighting purposes and found to work well.

Up to this time, only the Gopher bridge series and the Mill bridge series (see map) had been explored. It was not until a day or two before the close of the survey, August 4, that an attempt was made to penetrate the huge opening seen at the north end of the bottom of the gorge. On the date named, the writer descended by means of a knotted rope, and was followed by Deutschman. The stream was then at high water, and pouring into the opening with a tremendous rush and swirl of waters. Although the creek was crossed by wading waist deep in the icy torrent, it was found impossible to penetrate more than a couple of hundred feet into the depth. Later in the month, Deutschman, alone and unaided, penetrated this opening and worked his way across the stream, discovering what is now referred to as the Gorge series, or the series of passageways reached by the opening from the Gorge. And here the writer begs to say a word or two concerning this remarkable man. The work of exploration he has done without assistance, shows a character utterly devoid of fear. The descent into depths of blackest darkness, lighted only by the dim rays of a tallow dip, without a rope or other aid except in a case of direst necessity, requires more than courage; it requires strength of purpose and power of will far beyond the ordinary degree. For, added to the thick darkness, there was always the fierce vibrating roar of subterranean torrents, a sound most nerve-shaking in a position sufficiently uncanny and demoralizing without it. Huge cracks had to be crossed and precipitous descents made in pitch darkness, where, it is safe to say, a misstep would have meant death,

either suddenly or through disablement. Now that ladders are placed and ropes set, and the sure path pointed out by this intrepid guide, it is difficult to realize how in the first place the passage could possibly have been made without.

The first visitor after Deutschman to the Gorge series was a Mr. Lang, of Golden, B.C., who very nearly met with a serious accident when climbing up the rope from the bottom of the Gorge to the floor of the valley, eighty feet above. He had nearly reached the top when his strength gave out, and he slid back down the rope, arriving at the bottom in a much bruised condition, but fortunately with no bones broken.

The next visit was of a party headed by Mr. Howard Douglas, Superintendent of the Rocky Mountains Park, Banff, on September 20, and included representatives from Brandon, Winnipeg and Revelstoke. The party descended to the bottom of the Gorge by a rope, and penetrated some distance into the interior of the newly discovered series. They appear to have been much impressed by what they saw.

With three assistants, of whom Deutschman was one, the writer again visited the scene from October 16 to 21, and made a thorough survey of the Gorge series, as far as known to Deutschman, and also explored a number of new passageways. There was snow on the ground two feet deep, and it was a pleasant relief to withdraw from the Arctic winter of these exalted heights to the warm interiors of the dismal caverns below the surface.

A final exploration was made by W. S. Ayres, M.E., from October 25 to 29. He also made a survey, covering the same ground as that surveyed by the writer, with the addition of several hundred feet of new passageways (shown in red on the accompanying map). A heavy fall of snow had taken place since the 21st, and Mr. Ayres mentions four feet on the ground at the time of his visit. His report of this second exploration and map covering his survey will be found in the appendices hereto.

DESCRIPTION OF THE VALLEY OF THE CAVES.

The valley of Cougar creek is divided into two parts of distinctly different characteristics. The upper valley, a great spoon-shaped basin extending from Lookout point to Cougar pass, is a most pronounced form of the type known as 'hanging valley,' or one that has been carved out in a U shaped cross-section by the eroding power of a glacier at one time filling up its bottom. This glacier has now shrunk to very small proportions at the extreme head of the valley. The floor is on a comparatively low grade and, at one point, is covered for about half a mile by a small lake-bed in which some water lies during the summer. The entire length of the upper valley may be put at 2½ miles. It is inclosed by the rocky steeps of Mt. Bagheera, Catamount peak and Mt. Uusus Major, on the north, and of Cougar Mt. on the south. On the sides of these massives are small glaciers, busy at work tearing down the entire structures. At the head of the valley Cougar pass leads across the shrunken glacier to a steep ravine descending to the railway at some distance below Ross Peak station.

It would be difficult to find a more beautiful example of the Alpine valley. In every direction silver waterfalls leap down the sides from the glaciers and melting snows of the surrounding peaks. These collect at the bottom of the valley in one central stream which bounds in foaming cascades to the little lake-bed mentioned above. It leaves this and, continually augmented by falls from above, rushes through luxurious meadowlands in a second series of cascades that have worn down to bed rock, showing where a thin veneer of soil is overlaying it. The alpine meadows and park-lands as well as the open mountain slopes of the valley are throughout the spring and summer decked with a gorgeous array of flowers of varied hues which, in places, are so profuse and brilliant that it seems as though nature had spread a carpet of rainbow colours for the delight and wonder of her visitors. In early spring, the giant Adder's Tongue (*Erythronium gigantium*) covers whole acres with a brilliant yellow. These flowers are the first, and may be seen pushing their heads up through the snow. Like all spring flowers in this region, they follow the melting snows and may be found higher up in the valley as late as August. Almost coincident with them is the Globe flower (*Trollius laxus*), a plant of much beauty and great wealth of blossom. Next come the scarlet and crimson Painter's Brush (*Castilleia*), showing everywhere in the opens and

on the lower slopes with a blaze of glory. Later still, the blue Larkspur (*Delphinium bicolor*) and purple and pink Asters replace the earlier series, the crimson and yellow Monkey-flower (*Mimulus*) are found in the beds of the streams and where moisture is prevalent, high up the valley and on the alp-lands below the rocks are seen the False heaths (*Bryanthus* and *Cassiope*) and, highest of all, the pink-flowering moss (*Silene acaulis*), found in magnificently flowered bunches directly below the ice. There are very many other species more rare, and just as beautiful in blossom, but of not such frequent or noticeable occurrence.

The timber consists, in this upper valley, chiefly of spruce and balsam; trees which, at this elevation, in the Selkirks attain a grace and beauty that is not noticed in the more crowded areas of lower altitudes. Here they rise symmetrically to a great height and their sweeping lower boughs form shaded canopies that are most inviting during the sultry summer weather.

As the head of the valley is approached, a short climb will convey the explorer to the ice of several small glaciers where he may study with ease their formation and action, look into miniature crevasses and see how moraines of rock detritus are formed by the downward flow of the ice.

At the site of the caves, Cougar creek valley turns from a northeasterly to a southeasterly direction and falls sharply 2,000 feet from Lookout point to the tank, as compared with 1,200 feet for the upper valley in the same distance, about two miles. The lower valley is V-shaped and has for the most part been carved out by the action of water erosion. The sides, except immediately adjacent to the railway, are timbered only in patches and are for the most part covered by closely growing alders, bracken and rank grass, which have replaced the timber where the slopes have been swept clear by avalanches from the heights above. Through the latter half of this section of the valley the stream flows in a narrow canyon and the fall is steep. As soon as the corner is turned and the slopes of the Illecillewaet valley reached, a magnificent forest growth of Douglas fir (*Pseudotsuga Douglasii*), hemlock (*Tsuga Mertensiana*), cedar (*Thuga gigantea*), and a few scattered trees of white pine (*Pinus strobus*) is passed through.

From a natural history point of view the upper valley is exceptional, due largely to the absence of visitors in the past. The Rocky Mountain goat (*Haplocerus montanus*) may be seen frequently, and his tracks are everywhere along the heights. During one of our visits a grizzly bear (*Ursus ferox*) was killed by Deutschman. The black bear (*Ursus Americana*) is plentiful at the head of Bear creek across Baloo pass and it may be safely assumed that he does not fail to visit Cougar valley. Of the smaller mammals, the hoary marmot or whistler (*Arctomys Columbianus*) is plentiful in both the upper and lower valley and is here found in larger numbers, larger in size and giving forth a louder and more shrill whistle than in the Main range of the Rockies. Its startling note is very human and resembles much the noise that delights the heart of the small boy, produced by placing the fingers between the lips. Say's squirrel (*Spermophilus lateralis*) and Parry's marmot (*Spermophilus Parryi*) are also found, the latter in great numbers. The Little Chief hare (*Logomys princeps*) is frequently seen disporting itself among the rocks and its comical antics and quaint squeak, resembling that of a toy rabbit, are very amusing.

The birds are few, and in the upper valley are chiefly confined to the Ptarmigan (*Lagopus leucurus*), of which a flock may nearly always be seen, the Water Ousel or Dipper (*Cinclus Mexicanus*), a funny little dark grey chap who flits from stone to stone along the cascades and falls of the valley, continually bobbing and dipping as though it were the object and aim of his existence. This bird has a very sweet note. Of other birds, the black-headed Jay (*Cyanocitta stelleri annectens*) and the Rocky Mountain Whisky Jack (*Perisoreus Canadensis capitalis*) are the most apparent.

Taken as a whole, this wonderful valley is worthy of a visit quite independently of the attractions offered by the caves, and it would be difficult to find a more representative or better type of valley to illustrate the various phases of nature in the Selkirks—scenery, geology, natural history and botany.

DESCRIPTION OF THE CAVES.

Gopher Bridge Series.

On leaving the lake-bed above mentioned, Cougar creek flows in a series of cascades for a little more than half a mile through open alpine meadowland broken here and there by knolls crowned with scrubby spruce. Suddenly, without warning, it drops into a cavity (plate XI), and 450 feet further down quietly issues from its underground way. During this disappearance the stream has only dropped 30 feet. The intervening space between the entry into and exit from the ground has been named 'Gopher bridge' by the first party visiting the caves, owing to the large numbers of Parry's marmot, which much resembles a gopher, to be seen in the immediate vicinity, and the underlying passages are here referred to as the Gopher bridge series. Directly opposite the disappearance of the creek two striking cascades tumble down the mountain side, and uniting flow for a short space parallel to Cougar creek; then, vanishing into a hole in the ground, they join the main stream by a subterranean passage. They are known as 'Gopher falls,' and the place where they disappear as the 'Gopher hole' (*see* map of caves).

The Goper bridge series of passageways was at first entered by the opening shown on the map as 'Old entrance.' It was a very disagreeable operation, entailing much wriggling and squeezing through narrow cracks over dirty rocks. Eventually, a point of vantage was reached directly over the subterranean torrent. At the time of the first exploration the writer took acetylene bicycle lamps, whose bull's-eyes enabled the pitch darkness to be pierced to some extent. Magnesium wire also was lighted, and by its aid, for a brief minute, the interior was bathed in dazzling brightness. Standing on a narrow ledge that overhangs a black abyss, the eye is first drawn by a subterranean waterfall heard roaring immediately on the left. It appears to pour from a dark opening above it. Below, between black walls of rock, may be seen the foam-flecked torrent hurtling down the incline until lost in sense shadows. Overhead, fantastics spurs and shapes reach out into the blackness, and the entire surroundings are so weird and uncanny that it is easy to imagine Dante seated upon one of these spurs deriving impressions for his inferno. As the brilliant light goes out the thick darkness makes itself felt, and instinctively you feel to see if Charon is not standing beside you. This subterranean stream with its unearthly surroundings is somewhat suggestive of the Styx, and incidentally supplied the name 'Avernus' for the cavern of the waterfall.

At one time the stream entered by this opening, but a natural dam has gradually been formed causing it to find a new opening at the spot where it is now shown disappearing on the map. About midway between the entrance of the creek and the old entrance, Deutschman has excavated a small natural opening to a size sufficiently large enough to admit an average person with comfort. A small passage joins with the underground way of the creek, and by following along its edge you eventually come to the point of vantage previously described. En route, several small chambers are passed, originally carved out of the rock in the form of potholes by the swirl and swish of the waters, but since, much distorted in shape owing to disintegration of the cleavage planes. The spot is unique and wonderful, and the sensations it produces eerie in the extreme. It is well worthy of a visit.

Mill Bridge Series.

On making its exit at the eastern end of Gopher bridge, Cougar creek pours down a narrow rock-cut for a distance of 350 feet, when it again disappears in a whirl of flying spray below the surface of the valley. It reappears, 300 feet farther on at the bottom of a deep gorge, having dropped 85 feet while underground. The interval between the exit and entrance has been named Mill bridge by the party previously mentioned, on account of the roar of the water as it rushes underground through the choked entrance, resembling the noise made by a big mill in full operation.

The rock-cut above referred to is narrow, about eight to ten feet wide, and of regular appearance. The upper half presents a series of cascades and falls, and the sides show curious small potholes that are in the process of erosion from the soft limestone. It has been named 'The Flume' owing to its resemblance to a millrace. There are several openings at the point where the creek disappears and its last spectacular leap as it vanishes underground is very striking. Seventy feet farther east is a larger opening, at one time the point where the stream disappeared, but as the rush of water cut deeper in the rock channel it took advantage of a handy crack and gradually carved out for itself the opening where the full volume now descends.

About the centre of the Flume, on the eastern side and thirty feet from it, is the entrance to the Mill bridge series of the caves, shown on the map as 'Entrance No. 1.' This entrance is a mere cleft in the rock strata, and is only wide enough to admit of the passage of a man's body (see cut). The total length of the underground passageway, at one time accommodating a very considerable volume of water, is 400 feet. The height varies from a minimum of ten feet to a maximum of 25 feet and the width from three to fifteen feet. At its eastern end it opens to an irregularly shaped chamber of approximately sixty by seventy feet, with a greatest height of twenty feet. This chamber has been named 'The Auditorium' by the first exploring party. Cougar creek in its flow beneath Mill bridge passes through the Auditorium, and as it falls 75 feet in a distance of 200 feet, from its entrance beneath Mill bridge to the Auditorium, the chamber is replete with its roar and the name is appropriate, though hardly in the conventional sense of the word. Faint daylight enters through the passageway of the waters and serves to make the surroundings look dim and mysterious. The frosts of winter, also, reach this spot, and in the spring stalactites and stalagmites formed of huge icicles are seen in columnar groups surrounding the dashing waters and extending some distance into the chamber itself. In this particular spot disintegration has created much havoc, and the walls no longer show the marks of water erosion while the floor is heaped with rock debris fallen from the ceiling. The passageway, however, that connects it with the surface is still intact as a sample of the power of water erosion. It is composed of a series of potholes connected one with the other by short narrow passages. The bottom of each succeeding pothole, as you recede from the entrance, is at a lower elevation, sometimes as much as ten or fifteen feet. To make access possible, Deutschman has, with the assistance of a bridge carpenter loaned by T. Kilpatrick, Superintendent of the Canadian Pacific Railway Company at Revelstoke, placed rough ladders from floor to floor. Most of these potholes hold water in the hollows at the bottom and, in one case, the water is so deep—four or five feet—and the potholes so wide that a floating bridge had to be built. When it is realized that every bit of timber used in these constructions had to be hewn from the tree and transported on the shoulder or back over a road hardly accessible for a mountain goat to the place where it was utilized, some idea of the magnitude of the work can be formed.

At one spot the passageway twists in a loop, and here the potholes are of such a curiously spiral form that it has been named 'The Corkscrew.' Across this bend about twelve feet above the main floor a gallery extends for 120 feet. It is of a similar pothole formation, but on a smaller scale than the main passageway. Directly below it, at the lower end, is a peculiar sharp spike of rock that has evidently been subsequently carved out by water pouring from this gallery, as is readily shown by the erosion marks on the component rocks. In addition to the lines of erosion on the rock spike and in the gallery pothole, honey-combing is seen on the right and high up on the left and, still further on the left, spatulated markings to the depth of half an inch, or a little over, which is a very common feature in all three series.

Throughout the Mill bridge series, with the exception of the Auditorium, the floors and ceilings are of water-worn rock, and practically no debris has fallen away, pointing to the fact that this channel is of more recent origin and the rock through which it has worn of a more compact stratification.

At one time it was reported that the roof of this passage was set with sparkling quartz crystals. It turned out, however, that they were only drops of water that had collected through leakage or condensation. Some of the potholes are very curiously marked by thin incrustations of carbonate of lime spreading over their concave surfaces in florescent patterns. Overhead in many places are seen projecting spurs that have withstood the action of the water owing to superior hardness, or that, through some deflection of the current, have not had the same force brought to bear upon them. The waters of Cougar creek are derived from the melting glaciers and snow deposits lining the sides of the peaks enclosing the valley and, in consequence, carry a considerable quantity of sediment composed of very fine rock particles. The quantity of sediment carried would, of course, be greatest when the stream was at flood stage. This sediment has doubtless been a factor of much importance in the erosive power of the waters, and a residue may to-day be seen as a very thin mud-coloured coating on the walls and floors of the passageways, where it has been deposited by the subsiding waters. At a very high stage of water in the creek there was an overflow into Entrance No. 1 that made the first exploration by W. S. Ayres and party of wet and somewhat dangerous operation. This overflow, however, was dammed back by Deutschman, and no further trouble has since been experienced with it.

The Gorge Series.

As stated above, the exit of Cougar creek from Mill bridge takes place at the bottom of a narrow crack or gorge, running at right angles to the general direction of the stream. The Gorge is 300 feet in length, about 50 feet wide and is spanned by two natural rock bridges. The sides are composed of badly shattered limestone. On emerging from its subterranean course beneath Mill bridge, the creek flows through the Gorge 80 feet below the floor of the valley. At the lower or north end is the opening that leads to the largest and most interesting of the series of passageways forming the Nakimu caves. The Gorge forms a very striking feature of the external scenery, and several places are accessible from which views may be had into its depths that are wild and impressive in the extreme. The opening is a dome-shaped break in the wall forming the north end. Into this the stream tumbles with wild fury over a confusion of huge fragments of rock piled up in the passageway. It creates leaps and falls and a dissemination of spray that makes the opening to the outer world, as seen from below, appear through a luminous mist. The aperture is some thirty feet wide and about the same height.

Proceeding downwards, at the foot of the falls, the channel resumes its normal direction of a little south of east. It is necessary here to cross the stream, which swings northward into lower depths, and from now on the passageways are quite free from wet, though somewhat damp from the moistness of the atmosphere. At the turn of the creek's direction you enter a chamber 150 feet long, 25 feet wide and from 10 feet high at the upper end to 30 feet at the lower end. This chamber is dimly illuminated by the daylight from outside. It is in a bad state of ruin and the floor is heaped with debris thrown from the ceiling and sides. The roof is composed of one immense slab of rock sloping with the dip of the strata. The creek has broken through the northeast wall nearly in the middle of the chamber and disappears into the blackness with a dull reverberating roar. Fifty feet beyond the creek, the passage turns north again and it is necessary to descend a rock face of some twelve feet. On it are natural notches or footholds that would seem as though they had been cut with a cold-chisel for the special purpose; for persons unaccustomed to climbing, it is well to use a rope to steady the descent at this spot. The creek is now heard far down, welling through some rock-cut with a dull intermittent pounding, resembling the blows of an immense sledge-hammer. Forty feet to the right, through a low-roofed passage about two feet high, you creep into 'The Dropping cave.' It is about 30 by 40 feet and 6 to 10 feet high, and so named from the fact that water drops from the roof in all directions. The floor is composed of broken rock fragments and the walls

and ceilings of dark blue limestone marked in places by irregular streaks of white crystalline calcite. At the eastern end, a very narrow passage between fallen masses of rock, affording barely room to squeeze through, leads to 'The Witches Ball-room.' It is 1½ to 2 feet wide, 3 to 4 feet high and some 20 feet in length.

The Ball-room is roughly triangular in shape with sides of about 60 feet and an estimated height of 50 feet. The largest portion of the space is occupied by an enormous rock that has fallen from the roof. This rock has a generally level surface, and is just the spot where a group of witch-hags might be expected to caper round the ghastly fumes of some hellish cauldron at a Sabbath meeting; hence the name, in sympathy with the ill-omened and weird surroundings. On all sides except that of the passage are deep cracks partly choked up by fallen blocks but still exposing many deep and pitch-black holes leading to the unknown, where the underground stream is heard roaring dully. By one of these, at the northeast corner of the chamber, W. S. Ayres and C. H. Deutschman penetrated to 'The Terror' and 'The Old Mill,' the former sixty odd feet below the Ball-room. Their explorations in this quarter are shown on the accompanying map, in red, and a description of them will be found in Mr. Ayres' supplementary report attached hereto. Many of the fallen blocks show crystalline calcite markings similar to those found in the Dropping cave.

Leaving the Ball-room the passage leads southeasterly for a distance of 125 feet to where there is a parting of the ways. The upper end is a vaulted chamber, 15 to 20 feet wide and about 20 feet high, a crack on the left, leading to the depths below, has been partly filled by fallen rock debris. The broken blocks of which the floor is composed show crystallized dark blue limestone, veined with white ribbons of calcite. For the lower portion, the passage lies between separated limestone strata from 3 to 7 feet apart; the floor of broken boulders and slabs, is very irregular. Both roof and floor are water-worn and show erosion markings. They descend until they meet 20 to 30 feet below. The subterranean stream is heard with a muffled roar on the left. On the right, three passages, met at intervals, lead to two circular funnel-like chambers, the more distant of which has been named 'The Pit.'

It is now necessary to return to the surface and seek ingress to the caves by means of Entrance No. 3 (Plate XII), not far from the Gorge on the eastern side. Entrance No. 3 is close by Lookout point and is the first accessible opening seen on the journey up the valley. A descent is made some 10 or 12 feet by a rough ladder placed by Deutschman, to a small cavern where there is just room for three persons to crouch. Off this, a very narrow slit, through which it is barely possible to squeeze, open to a narrow chute. Down this chute, by means of a rope placed around the body, a descent can be made some twenty feet, to the brink of space. From the final ledge, a stone will drop a long way before it strikes. The total distance from the opening to the brink of the Pit is sixty feet.

When surveying the Gorge series, the writer discovered a very peculiar passage, shown on the map as the 'Marbleway.' It was of a perfectly eroded structure, composed of a number of small connected potholes in a dark bluish-grey limestone, shot in every direction by ribbon streaks of white crystalline calcite. The walls were dripping with moisture and rendered the limestone dead black and the veins of calcite vivid white, the whole resembling a rich blistening marble. This passage was followed to the larger one shown on the map, and that in turn to the circular chamber named 'The Pit.' It seemed probable that this was the spot where stones, dropped from the ledge attained by Entrance No. 3, first struck, so Deutschman was sent to reconnoitre and, not long afterwards, his face could be seen near the extreme apex of the roof peering down through the dim halo of his tallow dip. A stone tied to a cord and subsequently measured showed the drop to the floor of the Pit to be 120 feet.

The chamber is about twenty feet in diameter and rises like a gigantic funnel to something over the height named. The walls are similar to those of the Marbleway, and some of the effects are very peculiar, reminding the beholder of forked lightning on a dead black background. At the bottom of the Pit was seen a very queer slab of rock, shaped almost perfectly like a monumental tombstone, and having directly in

its centre, as though carved by hand, a cross (+). The descent from the floor of the Pit to the main passage, although slightly precipitous in one or two places, is quite easy, the distance being 120 and 130 feet by the main way and Marbleway, respectively. The walls of the Pit funnel are water-worn and, at one time, a stream flowed into it by Entrance No. 3, doubtless being the cause of the formation of the chamber. The stream, which now only carries off the surplus flow from the melting snows, has found another subterranean opening and joins Cougar creek in its underground way, somewhere beyond the Ball-room.

At the meeting of the ways above referred to, the lower or eastern one is named 'The Slanting Way' from the fact that the passage is formed by a separation of the limestone strata and lies across their dip. The upper passage has an arched roof and has been named 'The Subway.' Both are difficult to traverse; the former on account of the broken debris and sloping rock of which the floors are formed and of two uncomfortably narrow places which can be squeezed through with difficulty; the latter on account of the close proximity of floor and ceiling and the necessity of bending nearly double for a considerable part of the distance while traversing it. The lower passage is the easier of the two. The strata forming the Slanting way are from five to ten feet apart. The slabs of both roof and floor are water-worn and bear spatulated erosion marks, like incipient honeycombing. On the east or left side, as you advance, are deep cracks in the strata at the bottom of whose depths Cougar creek may be heard echoing loudly through the vaulted ways. Stones dropped into these seem to rebound for a long time before resting. About the centre of the Slanting way the cracks in the strata expand and a descent may be made to the bed of Cougar creek below the Turbine. The Turbine is reached by a rather difficult passage requiring some skill in climbing. The end of the passage is an irregular opening in the rock. Across a chasm, at whose bottom flows the main stream, a number of water-spouts rush out with great force and a noise resembling that procured by water falling into the pit of a turbine. For an account of this section see Ayres' report. Near the south end of the Slanting way is a curious pothole on the lefthand side. Directly beyond it the floor and walls are covered by an incrustation of carbonate of lime varying in thickness from two to six inches. It is of a light creamy colour, shading off in some places, to a delicate salmon. The formation has a florescent appearance and resembles most, cauliflower heads set closely together, a simile derived from W. S. Ayres' report. Owing to the beautiful floral decorations, this particular spot has been named 'The Art Gallery.'

Similar decorations are found throughout the caves, though not so extensively as at this and a few other places. At some, there is only a thin veneer of the carbonate formation and, at others, rock-milk (*agaric mineral*) is seen on the floors and boulders. The writer did not observe any stalagmites, nor any stalactites worth speaking of. The longest did not exceed 15 inches, and resembled more than anything else a thin icicle of that length; its chief interest being that it was clear and transparent, as though made of ice, and as brittle as glass.

The Subway is about 10 to 15 feet wide and from 7 to 2 feet high; the roof is arched and covered by moisture drops, which are very unpleasant when they find their way down your back. The floor is of broken rock rising to a ridge along the centre of the passageway.

From the meeting of the ways, just beyond the Art Gallery, the passage continues southeasterly, ever increasing in interest. In the next 200 feet, it varies in width from 15 to 30 feet with a height of 10 to 15 feet. On the right is a narrow twisting side-opening named 'The Gimlet.' On the left are two concave sections of old potholes, leading into the most subterranean depths. They are profusely decorated by florescent carbonate incrustations, the first one being named 'The Dome' from its perfect formation. Minor passageways lead from them at a still greater depth. The most southerly one connects with 'Judgment Hall,' to be described further on (see map). In this section the underground course of Cougar creek crosses the corridor,

at a considerable depth below, and the roar of the hidden waters is transferred from the left to the right hand.

A narrow opening, 1½ feet wide nd 15 feet long, now leads to 'Carbonate Grotto' where are seen very fine calcium decorations. The cavern containing the grotto is about 60 by 30 feet with a height varying from 10 to 15 feet. For the next 130 feet the passage varies from 8 feet wide and 5 feet high at the upper end to 20 feet wide and 5 feet high at the lower end. The sides are hung with rock shelves and spotted with lime incrustations; the bottom is much impeded by fallen blocks. You now find yourself in a *cul-de-sac* and apparently at the end of the series. Not so, however, for by squeezing through a narrow opening on the right, barely noticeable in the darkness, you are enabled to descend to probably the largest cavern of all, at a depth of 57 feet below the corridor just left. The chamber, 200 feet long, 20 feet wide and 40 to 50 feet high has been named 'Judgment Hall' on account of a pillar which might stand for the pillar of justice. The floor is littered by blocks broken from the roof and sides which lie piled in great heaps at the north end. The roof is roughly arched and the sides rise upwards in parallel ledges resembling shelves. Roof, sides and the rocks piled on the floor are covered by the white calcite and, in many places, present most beautiful patterns and beds of florescent formations. The north end is connected by a rough passage with one of the potholes referred to below the meeting of the ways.

Near the centre of the western wall, a narrow gap leads to a very beautiful though small chamber named 'The White Grotto' by W. S. Ayres. The carbonate decorations here are of great beauty and delicacy. The passage in which the chamber is found is 40 feet long, 15 feet wide and 10 feet high. The final cave has been named the 'Bridal Chamber' by W. S. Ayres, owing to the purity of its lime draperies and the general beauty of its floral decorations. It is small, and beyond this point exploration has not yet been carried. The passage breaks off in a precipice falling to a deep chasm at the bottom of which a subterranean stream, probably Cougar creek, may be heard.

This is the farthest point to which the present survey has been carried. It is 240 feet from the Wind crack, previously referred to as being seen on the way up the valley, and is only 54 feet above it; it is safe to assume that there is a connection between. The wind issuing from the crack is probably due to a water blast caused by the subterranean stream falling into the chasm at the end of the exploration.

There are two other passages, or rather sets of passages, that have not yet been mentioned, viz.: 'The Ice cave,' situated above the deep entrance from the Gorge. It is reached from the valley floor and is not of large dimensions, presenting only one chamber of any size, which has been christened 'The Temple.' The series has been named the Ice cave from the fact that the initial passage entrance is blocked by ice all the year round and an entry is effected over this blockage.

The second set of passages are entered immediately below the Goat falls, which pour into them until late in October, when they become ice-bound. Last October, the writer followed two of the passages—one for about 150 feet, the other for about 50 feet—but could get no further without material for bridging. The formation resembles the passage leading to the Auditorium, but on a smaller scale, viz.: a series of well formed potholes connected one with the other. It is assumed that the flow from the Goat falls, the big bulk of which passes through these two channels, empties into the main waterway at the Turbine, but its course may possibly be more direct. If it does not, however, it is difficult to know where the water flowing in at the Turbine comes from.

It is still something more than half a mile from the end of the present exploration to the final point at which the subterranean waters of Cougar creek are returned to the surface bed. There may consequently be accessible passageways that are yet undiscovered but, as the surface grade over this unknown interior is much steeper and the subterranean creek bed is approaching the surface, it seems probable that, if existing, they will be found inaccessible.

The fact of W. S. Ayres having at two places within the Gorge series reached

the actual bed of the subterranean stream would point to there being no further passages below that level. It would, therefore, appear that the largest accessible portion of the series is now on record. Much of the part shown in red on the accompanying map is difficult of access and dangerous to unskilled climbers. Indeed, for that matter, there are plenty of difficult places throughout.

FORMATION AND STRUCTURE.

Three samples of the limestone rock from which the caves have been carved were submitted to Dr. G. C. Hoffman, Chemist and Mineralogist of the Geological Survey Department at Ottawa; as also samples of the calcium carbonate incrustations found upon the walls of the several interiors. Of these specimens, A was from the Auditorium, B from within entrance No. 3, and C from the bottom of the Pit. D and E, of calcium carbonate formation, were respectively from the White Grotto and Judgment Hall. Concerning the specimens Dr. Hoffman writes as follows:—

'Specimen A, from the "Auditorium," is a light bluish-grey, fine-crystalline, massive, non-magnesian, slightly ferruginous limestone.

'Specimen B, from "Entrance No. 3," is a light and dark bluish-grey, banded, fine-crystalline, massive, non-magnesian, slightly ferruginous limestone.

'Specimen C, from the "Pit," is a dark bluish-grey, fine-crystalline, massive, slightly magnesian and slightly ferruginous limestone, traversed by tortuous veinings of white (crystalline) calcite.

'Specimens D and E, the so-designated "Lime formation on walls and ceilings throughout the caves," consist of a very light buff-coloured coating, having a botryoidal surface of from half an inch and less to a little over two inches in thickness, of a non-magnesian, very slightly ferruginous carbonate of lime.'

Dr. Hoffman was good enough to have one surface of each of the crystalline limestone samples polished, in order to give some idea of their value as marbles. They appear somewhat coarse-grained and not to yield a very superior polish. Generally speaking, there is nothing exceptional about any of the three. That from the bottom of the pit, presenting a rich grey-black polished surface, shot with zig-zag streaks of crystallized calcite, is the handsomest.

It will be seen from the foregoing that with a difference in colouring, the general composition of the rock is the same throughout. The great bulk of the rocks forming this portion of the Selkirk range (known as the Selkirk series) are nearly white and grey quartzites and grey to greenish-grey schists, the latter generally highly micaceous. In his report, W. S. Ayres speaks of finding in the old channel, where the Terror is situated, gravel consisting of quartzite of a dark brown and red colour. As dark coloured quartzites are here of very uncommon occurrence, the brown and red tints may have been the result of weathering. Some pebbles and small water-worn pieces of the same material were seen within Entrance No. 3, and had probably been carried there from the same source. Quartzite boulders were also noticed at other places in the interior of the Gorge series, but had doubtless been brought to them from a distance by the subterranean flood. Outcropping from the glacier overlaying the summit of Cougar pass, at the extreme head of Cougar creek, will be seen a mass of almost pure white quartzite, the fragments lying about in huge rectangular blocks.

The occurrence of limestone in the Selkirks is rare and, in the present case, is probably one of the crystalline beds found among archaean rocks (of which this portion of the range is almost entirely composed) and concerning whose origin there is considerable difference of opinion. The phenomenon of the caves is, therefore, due to the occurrence of a limestone deposit at this particular spot.

Subterranean waterways of a similar nature are the exception, not the rule, both in the Selkirks and the Main range of the Rockies. Even in the Main range, where limestone formation predominate, the writer, in ten years of surveys and explorations, is only aware of two other places where streams of any magnitude, leaving mineral springs out of the question, issue from underground passages, viz.:—the stream form-

ing the source of the Amiskwi falls near the head of Amiskwi valley, west of Emerald lake, and Crownest river, near the summit of Crownest pass.

Mr. Ayres, who has examined the caves and reported upon them as an underground expert, puts forward the theory that these subterranean passageways have been formed entirely by water erosion and owing to a small stream of Cougar creek having first found its way, countless ages ago, through a shrinkage crack of some particular bed of limestone; and that they have, subsequently, been enlarged and made irregular in form through the process of disintegration. His reports, which are appended in full, are worthy of the deepest attention and consideration.

The writer, however, cannot but feel that, while the factors named have been largely instrumental in the condition of the underground channels and caverns as seen to-day, there has been at work an agency more potent and far-reaching than mere erosion and disintegration by the ordinary methods of nature.

From the point where Cougar creek first drops beneath Gopher bridge (Plate XI.), the old surface channel may be traced, though dammed and nearly obliterated in places. If the natural dam shown at the first point of entrance were removed, the stream would again revert to the old entrance. Southwest of the old entrance is a still older natural dam, whose removal would allow the stream to proceed to the Mill bridge; thence, following the ravine between the two camp grounds, it would pass directly across the Gorge, supposing that great rift not yet to exist, and flowing past Entrance No. 3, would descend in a cataract beyond Lookout point.

There is no doubt that these particular beds of limestone are badly shattered in the mass. It is shown by the fact that the surrounding streams; the Gopher falls, the periodical stream flowing to Entrance No. 3, and that of the Goat falls all join the main stream by underground ways. There are several other instances where the present bed of the creek could hardly be due to shrinkage and erosion, as in the case of the deep rift of the Gorge lying directly across the dip of the strata (the strata dip a little south of east, at an angle between 35° and 40°). The same thing is noticed in the subterranean bed of the creek from the east end of the Witches Ball-room to where it crosses the main corridor near the Art Gallery.

From October 16 to 21, last, during the survey made of the Gorge series by the writer (Plate XIII.), though it was well below zero at the camp in the woods, there was no frost found in the cave interiors at a short distance from the entrance. Thus, two of the highest factors of disintegration, sun and frost are lacking, when accounting for the wholesale cleavage that has taken place within the old waterways. The enormous size of the blocks, moreover, and the indication that the largest of them had been displaced a very long time ago would point to the agency of a severe shock or series of shocks such as would be caused by an earthquake or some similar seismic disturbance. That such disturbances have taken place and acted in this particular locality is borne out by other curious phenomena for which it is difficult to find a different explanation.

In 1904, Prof. W. H. Sherzer on behalf of the Smithsonian Institution of Washington, D.C., visited the Canadian Rockies for the purpose of studying their glaciers. Among a series of five, he made a special study of the Illecillewaet glacier, situated about seven and a half miles from the caves. At some distance from the present ice-tongue of the glacier, were found two moraines about a third of a mile apart, composed of enormous blocks of quartzite, weighing in some single instances as much as 1,250 tons and retaining the original shape in which they were cast from the peaks above to the snow-field and glacier transporting them to the place where they are now found. Prof. Sherzer has named these 'Block Moraines' in distinction to ordinary moraines composed of ice-worn rounded boulders imbedded in a species of cement, commonly known as boulder clay.

The question is: How and at what time were these block moraines formed? At the present day the glaciers are wholly incapable of transporting such a load and no such quantities of material are to be found upon the snow-field below the peaks as

would be necessary to form a similar moraine, even during a protracted period of rest on the part of the glacier.

In the endeavour to ascertain a date for their formation, Prof. Sherzer cut down trees growing between the two moraines and counted the rings of growth. The oldest was found to have an age of 550 years. Trees, also, growing on the inner or younger moraine were measured and the age of the oldest ascertained to be 447 years. Allowing for the time required for the collection of sufficient soil to permit of growth taking place, the moraine, therefore, would be between 500 and 600 years old.

Professor Sherzer points to the probability of seismic disturbances being the cause of these block moraines and that the material of which they are formed had been shaken from the peaks to the snow-field below. Making due allowance for the period of transportation of the material forming the inner moraine, the earthquake would thus have occurred during the thirteenth century. (See Glacial Studies in the Canadian Rockies and Selkirks, Smithsonian Expedition of 1904, by William Hittell Sherzer, Ph.D.).

That disturbances of this nature have taken place in Canada at a much more recent date is pointed out in the above report by the following quotation from the *Jesuite Relations,* Thwaites Translations, vol. XLVII., pp. 37-57; 183-223. 'On the fifth of February, 1663, towards half-past five in the evening, a loud roaring was heard at the same time throughout the length and breadth of Canadas. . . . . .On level ground, hills have arisen; mountains, on the other hand, have been depressed and flattened. Chasms of wonderful depth, exhaling a foul stench, have been hollowed out in many places, plains lie open, far and wide, where there were formerly very dense and lofty forests. Cliffs, although not quite levelled with the soil, have been shattered and overturned.'

If the origin of block moraines can be accounted for by seismic disturbances, it is not improbable to assume that at some remote date a similar occurrence has shattered this bed of crystalline limestone and precipitated Cougar creek from its surface course into subterranean channels, which, through the course of ages, it has enlarged to their present size, and that subsequent shocks have been mainly responsible for the large quantities of fallen debris that litter the interiors. Under such a condition of affairs, the crack of the Gorge and similar chasms found below the surface would be accounted for.

Extent.

The various cave systems, as far as they have been explored, are compassed within a surface distance of 2,910 feet, extending from the triangulation station near Gopher bridge entrance to the Wind crack below Lookout point. There are, however, two places along the bed of the stream below Douglas falls at which it seems probable that the subterranean flow comes to the surface. It is not unlikely that the system of underground waterways will etxend to the more southerly of these two points, though probably on a very much smaller scale, and thus add a distance of 3,270 feet to that already given, or a surface distance of 6,180 feet altogether.

The total length of underground passageways as far as explored at the preesnt date, is 5,550 feet.

From the first disappearance of the stream under Gopher bridge to the lowest point explored at the Bridal chamber, there is a fall of 411 feet and from the same point to the Wind crack 465 feet. Continuing on down the stream the fall from the point first named to the first place at which the subterranean flow comes to the surface is 946 feet, and at the second place 1,305 feet, while the total fall from the upper end of Gopher bridge to the railway track at Cougar creek tank is 2, 016 feet.

Accessibility.

The Gopher bridge and Mill bridge series are easily accessible and by the addition of better made ladders, a little planking and some bridging, where necessary, can be made much more so.

The entrance to the Gorge series, is entirely dependent upon the stage of water in the creek and is not accessible until, probably, the middle of August, by way of the Gorge. It appears to the writer, however, that the uncertainty of entrance dependent upon the flow of the creek may be overcome by opening up the Wind crack and making an entrance to this series from the lower end through the Bridal chamber and Judgment hall. The distance is only 240 feet, and the difference in elevation 54 feet. It will, also, be necessary to improve the passageways at a number of places by putting down planking and by opening out the narrow gaps. Judging by the very large quantity of rock debris lying in the several chambers and passageways, apparently caused to fall by a severe shock, or series of shocks, it would seem that blasting inside must be prohibited and that when enlargement has to be done, it must be performed by means of the cold chisel, drill and hammer.

The underground waterways comprising the Nakimu caves, and for the most part now in disuse, viewed in the light of an earthquake, are of comparatively simple origin. They are of exceeding interest, not only on account of the unexpected forms of the various chambers, passageways and potholes, but for the exceptional opportunities offered to study the crystalline limestone strata in their various phases and the erosive action of the prehistoric stream in conjunction with the sedimentary particles carried by it at flood stages of bygone days.

Apart from the caves themselves, the valley—one of an alpine type of special interest—is well worthy of a visit on its own account, and will be found to fully repay the visitor. There are few places in the Selkirks or, for that matter, in the entire mountain regions, where such a wealth of alpine flora, fauna, glacial and other high mountain attributes, not only does not require to be sought, but forces itself upon the eye of the observer with a persistence and beauty that will not be denied.

REPORT ON THE EXPLORATION OF DEUTSCHMAN CAVE.

By W. S. Ayres, *Mining Engineer.*

Banff, Alberta, June 8, 1905.

THE PARTY.

The following persons left Revelstoke, B.C., by train on the morning of May 29, for Ross Peak water-tank, viz., H. Douglas, Supt. Rocky Mountains Park of Canada; W. S. Ayres, Mining and Mechanical Engineer, Banff, Alberta; J. P. Ford, Res. Engineer, C.P.R., Revelstoke, B.C.; A. Johnson, Managing Director Revelstoke *Herald;* R. E. Benson, Photographer, Revelstoke, B.C.; C. M. Field, Agent, C.P.R. Townsite, Revelstoke, B.C.; R. B. Bennett, Associated Press Correspondent, Vancouver, B.C.; A. McRae, Postmaster, Revelstoke, B.C.; C. R. Macdonald, Mgr. Can. Drug and Book Co., Revelstoke, B.C.; G. Lembke, Electrician, Revelstoke Water, Light and Power Co.; J. Hume, with C. B. Hume and Co., Revelstoke, B.C.; C. H. Deutschman, Discoverer of the Cave, Revelstoke, B.C.

On arriving at Ross Peak water-tank the party, led by C. H. Deutschman, at once proceeded to the cave, each carrying a pack consisting of tent, blankets, provisions or appliances and arrived at 5.20 p.m., after a most arduous climb along the steep mountain side, over rocks and snow slides and through a tangle of black alders.

The ascent was 900 feet above the Ross Peak water-tank and horizontally distant from it about 8,000 feet, corresponding to a grade of 14 degrees or nearly 25 per cent.

On the afternoon of May 30, all the party returned to Revelstoke except the following: W. S. Ayres, C. H. Deutschman, A. Johnson, R. E. Benson and C. M. Field.

During the afternoon of May 30 and the morning of the 31st Mr. Benson, photographer for Mr. Johnson, secured many photographs of the scenery about the cave.

On the morning of the 31st, Messrs. Johnson and Field returned to Revelstoke. Deutschman accompanied them as far as his cabin, near the water-tank and returned to the cave in the afternoon, with more provisions and one C.P.R. bridgeman to construct ladders, rafts, &c. Two were promised, but only one was at hand.

I have made a survey of the surface and of the portions of the cave that are now accessible and have prepared a map which is hereto attached.

EXPLORATION.

On the morning of May 30, the entire party entered the cave by the opening which I have designated on the map as 'Entrance No. 1.' Pools of water more or less filled with ice were encountered which greatly impeded our progress, and finally a very deep one, at a distance of 237 feet from the surface, barred further progress until a raft could be prepared. Retracing our steps to the surface we sought an entrance in the 'Canyon' by means of a rope. This passage was about 70 feet below the natural surface and about 100 feet above the bottom of 'The Canyon,' was very small and blocked with ice. I have designated this opening as 'Entrance No. 2,' on the map.

Another opening was found which is recorded as 'Entrance No. 3.' Here by crawling through a very narrow passage on hands and knees and then descending a steep narrow water groove for about 50 feet the brink of a very large cavern was reached that was estimated to be 256 feet deep, but its length and breadth were, owing to their great extent and to the insufficiency of lights at hand, inaccessible. It was observable, however, that several openings led off from this great cavern. The plunge and roar of a great waterfall somewhere down in the depths of this cavern reverberates in every inch of space and produces in the listener sensations so weird that even those that have elsewhere met its counterpart are at first startled.

No further attempt was made at this time to explore the cave through this entrance for the reason that the three hundred feet of rope sent by Mr. Ford, resident engineer of the C.P.R., for our use, had not yet been brought up to the cave from the water-tank. On the following day another obstacle presented itself. The rapidly melting snow formed a sudden rush of water which poured down the mountain side and into this opening, and made it not only inaccessible for the time being, but proved it to be positively dangerous to enter for any extended explorations until the snow has practically disappeared.

On the afternoon of May 31, and the forenoon of June 1, a raft and additional ladders were constructed to cross over the large pool that impeded our progress on May 30 in 'Entrance No. 1.' While we were eating our noon meal on the 31st, Cougar creek overflowed into this entrance. We made the attempt to descend but were drenched with water and our lights were put out. We constructed a dam to prevent this as far as possible, and at 6 a.m. on June 2 we again descended into the cave by this entrance and found at a distance of 331 feet from the surface a large square chamber 50 feet wide by 60 feet, that was accessible. A large portion of its length was inaccessible, owing to Cougar creek which flows across it, and to accumulated ice. We named this chamber 'The Auditorium.'

At a point in the main entrance just as we emerge from 'The Auditorium' a branch passage was found which again joins the main entrance about 100 feet from the surface. This branch passage is marked on the map as A-B. Another branch passage was found to connect this entrance with the surface and it is designated on the map as B-C. A diligent search in this part of the cave disclosed no other accessible openings.

A descent by ropes to the bottom of the canyon at 'Entrance No. 2' was considered but it was deemed entirely unsafe, owing to the very large accumulated mass of snow which might slide into it at any moment and without warning. Besides this no entry can be made until Cougar creek has subsided to a mere brook.

The falls designated on the map as 'Lower Goat Falls' were visited with the hope that an entrance might be effected to the large cavern by the passage through which the water from the falls enters; but it was practically filled with water and ice. The falls consist of two vertical drops, the upper one is about 30 feet and the lower one 50 feet. A large amount of water is delivered into the cave from these falls, the place of entry being immediately at its foot. It is called 'Entrance No. 4.'

No other openings were discovered by which access might be had to the large cavern, and we are barred from entering it by those openings already described, and for the reasons given, until such time as the spring floods may have fully subsided.

As to the probable extent of the cave some remarks will be made under the heading of 'Rocks, Foundation and Extent of the Cave.'

ROCKS, FOUNDATION AND EXTENT OF THE CAVE.

The rocks in which the cave occurs are of very hard crystalline limestone, dipping about 30 degrees to the east. In 'Entrance No. 1' these beds are very thick and are made up of alternate bands of white, mottled and grey marble. Some of the bands are very highly impregnated with fine sharp sand, so much so, in fact, that excellent whet-stones can be made from them.

The cave has, undoubtedly, been formed entirely by water erosion. The stream which formed it, Cougar creek, is entirely made up of glacier and snow water, and above the cave is free from any lime salts. Its capacity, therefore, to dissolve lime-rock, when brought in contact with it, is at its maximum. The fine grains of sharp sand loosened from the lime rock and caught in the swift current of the small stream that at first found its way through a shrinkage crack of some particular bed of lime-stone, have undoubtedly given the water an uncommon erosive power, which through the countless years of the cave's history has enabled that mountain torrent to carve out a mammoth channel in solid marble.

The absence of all stalactites and stalagmites such as are usually found in caves, and the presence of curiously carved marble walls wonderfully carved in fantastic shapes and sombre colouring, suddenly make one realize that he is far removed from things familiar.

As to the probable extent of the cave a reference to the accompanying map will show the relative position of 'Entrances Nos. 1, 2, 3 and 4' and the distance between them. Also the location of the supposed outlet from the cave is about one-half mile south of 'Entrance No. 4.' The area between 'Entrances Nos. 1, 2, 3 and 4' and 'Upper Goat' and 'Douglas Falls' is probably a labyrinth of underground water-ways. The one-half mile between 'Lower Goat Falls' and 'The Supposed Outlet' should be the largest part of the cave by reason of accumulated waters.

There may exist other lesser caves further north on the strike of the same lime-stone foundation.

No evidence whatever was discovered that any portion of the cave had ever been used as a habitation by any human beings such as Indians, or by wild animals such as bears or wolves.

LOCATION AND SCENERY.

The cave is situated on the west slope of the Selkirks, in British Columbia, at the head waters of Cougar creek, north about two miles from Ross Peak water-tank on the main line of the Canadian Pacific Railway, and west two and one-half miles from Glacier station. It was discovered October 22, 1904, by Chas. H. Deutschman, whose name it bears.

Mount Sir Donald and The Great Glacier are in plain view looking east from the cave. In fact they can be seen from here to a far better advantage than from the Glacier House.

Looking in the opposite direction, due west, the glacier forming Cougar creek is in plain view. We named it Grizzly Glacier, because a grizzly bear only a few weeks

ago came down over it on his way eastward, and disputed with Mr. Deutschman his right to invade the territory. The bear got away.

Following up the Cougar creek toward this glacier for a mile and a half from the cave, through a narrow valley with high mountains on either side, we came upon two little lakes, twins, covered with a spotless counterpane of snow and fed by the glacier itself.

On turning around to retrace our steps to the cave a view of Mt. Sir Donald and the Great Glacier greeted our eyes that can never be forgotten.

As we near the cave again we come upon a natural bridge under which Cougar creek flows for a distance of 350 feet. This bridge is called 'Gopher Bridge' on the accompanying map. Immediately north of this bridge are two cascades which start several hundred feet up the side of Cougar mountain and descend with many slides and leaps and join Cougar creek just below the bridge. These cascades have been named 'Whistler Falls' because of the great number of whistlers, Hoary Marmots, that have their burrows in the neighbourhood.

Passing down Cougar creek a hundred feet and turning back to look at the end of the bridge a beautiful scene meets the eye. The opening in the rocks out of which the water quietly and mysteriously flows, the snow-covered banks, the falls in the foreground make this a very attractive spot.

From Entrance No. 1 down Cougar creek to the west end of the second natural bridge is to be found a rare specimen of nature's handiwork. It is a water channel cut into solid rock with many round potholes in the channel and along its sides. For the first 160 feet the descent is very moderate but for the next 150 feet it is on the dip of the strata, which is 30 degrees to the east, and through a series of large and deep potholes joined by openings in their sides where the water plunges, whirls and roars until lost under the end of the second natural bridge. This channel has been called the 'Flume' owing to its resemblance to the flume of a mill.

The second natural bridge has been named 'The Mill Bridge' because immediately where the water enters under the bridge there is a roaring sound of a restless force such as is heard at many water wheels. The length of this bridge is 243 feet.

At the east end of the bridge Cougar creek emerges into a canyon about 170 feet deep, which continues for a distance of 234 feet, where it abruptly ends and where Cougar creek enters the cave. It is called 'The Canyon' on the map.

On the surface immediately to the east of this canyon are the beautiful waterfalls which I have named 'Bear Falls,' 'Upper Goat Falls' and 'Douglas Falls.' The latter is in honour of Mr. H. Douglas, Superintendent of the Canadian National Park.

The trees forming the forest about the cave are nearly all balsam firs, which create a spicy fragrant atmosphere peculiarly their own. They range in age from 150 to 250 years old, are tall and straight, and are perfect specimens of this attractive tree.

ACKNOWLEDGMENTS.

I desire to acknowledge the courtesies of Mr. T. Kilpatrick, district superintendent of the C.P.R., and J. P. Ford, resident engineer of the C.P.R., in furnishing some section men, some material and supplies, a bridgeman to assist in the construction of rafts and ladders, and in furnishing oil, ladders and ropes.

The above report is respectfully submitted.

W. S. AYRES,
Consulting Mining Engineer.

SESSIONAL PAPER No. 25b

SUPPLEMENTARY REPORT ON THE ADDITIONAL EXPLORATION OF DEUTSCHMAN CAVE.

By W. S. Ayres, *Mining Engineer.*

Banff, Alberta, November 9, 1905.

On the morning of October 25 we, Deutschman and the writer, left the Glacier House on foot and arrived at the cave at 12.30 p.m., the distance being about five and one-half miles. The recent storms had deposited considerable snow, increasing from six inches at the Glacier House to four feet at the cave. As we approached the cave the deep snow, together with a crust buried about one foot beneath the surface, made the climb very laborious. In the afternoon we cleared the snow from our camp and broke trails to the upper or west end of 'Gopher Bridge' and to 'The Canyon.'

On the 26th, 27th and 28th we explored 'Gopher Bridge' and the main cave, entering the latter through 'The Canyon' and 'Entrance No. 2.' This exploration consisted of a complete survey of all passages, not heretofore reported by me as surveyed, and of flashlight photographs of some of the attractive features of the interior.

On the 29th we broke camp and returned to the Glacier House on foot.

THE TRAIL.

A very easy trail for riding or walking can be made from the Glacier House to the cave by way of The Loop and Ross Peak water-tank. The length of this trail would be about five and one-half miles. It would have not only an easy grade, but a location that brings to view in a new light some of the grandest scenery of this famous part of the Selkirks. This feature of itself would make it a very popular trail even though there were no cave at the other end of it.

On arriving at the cave the magnificent assemblage of balsam firs with their spire-like forms, welcome the visitor as stately hostesses. In the winter they deck themselves with the most dainty snowy drapery.

THE EXPLORATION.

The 'Gopher Bridge' was first explored. An entrance was effected by Mr. Deutschman during the summer, first, by crawling through a narrow passage in the old bed of Cougar creek, marked on the map herewith submitted as 'Old Channel,' and second by blasting away some fallen rock at a point noted on the map as 'Gopher Bridge Entrance.' We entered by the latter opening. This is a very unique cave by itself. The characteristic water-carved walls of white and grey marble, such as are found in 'Entrance No. 1' and described in my report of June 8, 1905, are everywhere to be seen. An additional feature, however, is here to be found. In many places the change of the limestone into marble is not complete. The parts of the rock not fully changed stand out as nodules, while the marble between them has been dissolved and eroded to an unusual degree, thus giving the walls a strange picturesque appearance.

From a geological standpoint the formation under 'Gopher Bridge' shows, in a manner rarely to be found in surface exposures, the various stages of transition of the original limestone into the present marble by the heat process called metamorphosis. There are evidences also of cavities, comparatively small it is true, that existed in the original beds of limestone and which were subsequently filled with pure carbonate of lime. During the metamorphosis of the limestone this filling was also changed to white crystalline marble. Some chips and nuggets of quartz are to be seen imbedded in the filling, evidencing that they were carried into the cavity by water during the process of the lime accumulation. Shrinkage cracks are everywhere to be found in the grey and white marble, which were formed during its early solidification into

limestone, and afterward filled with pure carbonate of lime. They now show as seams of white marble inserted in the rocks at various angles to their bedding faces.

Cougar creek now enters under 'Gopher Bridge' at the point marked 'Present Channel' on the map. In my former report, June 8, 1905, no reference was made to the 'Present Channel' because it was entirely obscured from view by a very deep snow-slide. The 'Old Channel,' however, was partly open to view, and, because of its logical position, was mistaken for the channel actually conveying the water under the bridge.

The creek has a tortuous course under the bridge, as is shown on the map. The first portion of it was inaccessible because of the low roof, the last portion because of the deep water in the creek.

The openings that were explored are now easily accessible, and it appears to be quite possible to form a continuous passage under the bridge by bridging the deep and swift portion of Cougar creek that is now impassable. If this is done the visitor would begin his tour of the caves by entering first at the upper or west end of 'Gopher Bridge.' Emerging at the east end he would again enter by 'Entrance No. 1.' At the southeast corner of the 'Auditorium' a passage can be made into 'The Canyon' by removing the debris for about 20 feet. Then the visitor can make a continuous trip from the west end of 'Gopher Bridge' to the large cave without retracing any steps.

A correction in my former map is made, on the accompanying map, as to where the waters from 'Whistler Falls' joins Cougar creek. In June last this junction was partly obscured by a heavy snow-slide, in fact the waters from the falls were then running as shown on my former map. After the snow disappeared it was discovered that they join Cougar creek under 'Gopher Bridge' and disappear from the surface in a deep, nearly vertical shaft, called 'The Gopher Hole.'

The exploration of the main cave through 'Entrance No. 2' was a most laborious task. The descent into 'The Canyon' was by means of a rope down an incline that was nearly perpendicular, about 75°, and over snow and ice, for a distance of 85 feet. The cave was then entered by 'Entrance No. 2.'

Cougar creek at this time was very much less in volume as compared with its flush condition at the time of my former report, June 8, 1905, and fair progress in the exploration has been made. A complete survey of all its accessible openings was made, and the accompanying map shows them in their relative positions.

This main cave comprises the largest of all the underground openings thus far discovered. It naturally should, because of the additional waters entering it. The average height of the main channelway, measured on the dip of the strata, is about 100 feet, while the width, measured perpendicularly to the bedding faces, ranges from 8 to 20 feet. This channelway is not, as might be supposed, of uniform width, but varies with the conditions of flow of the water at the time of its formation. With all the water flowing through it on a steep grade it would be narrow, and with only a portion of it, the other portion running round some other way, it would also be narrow. It would be widest where all the water passed through it and on a moderate grade.

During its earlier history it undoubtedly appeared much like the passageway in 'Entrance No. 1,' described in my report of June 8, 1905. But as the channelway grew deeper and wider, through centuries of erosion, many large masses of rock from the hanging-wall were loosened and fell into the channelway, thus causing an obstruction, around which the water cut its way, and at the same time cut away some or all of the obstruction itself. As a result many enlarged places are to be seen here and there. Still others are to be seen that have been formed as potholes, like rounded shafts, down which the water poured keeping the boulders at their bottoms ceaselessly grinding them deeper and deeper.

From these results it was only a matter of time when, particularly at the confluence of streams, great masses of overhanging rock would be unfooted and dropped into the great channel and potholes. This is shown to a marvellous degree where the waters of 'Bear Falls' formerly joined Cougar creek. Portions of the old channelway and of the very large potholes are here visible, the other portions being covered

with fallen rocks from the roof. One of these, an enormous rock, rests in a nearly horizontal position and its upper surface contains about 1,200 square feet of floor space. This we named 'The Ball Room.'

About 150 feet south from 'The Ball Room' is 'The Pit.' This is the 'Deep Cavern,' at 'Entrance No. 3,' mentioned in my report of June 8, 1905, 'that was estimated to be 256 feet deep.' This estimate was made from the number of seconds required for a stone to reach the bottom. It took four seconds, but several deflections were made by the stone in its descent. The nearly vertical portion of 'The Pit' measures 120 feet, and the steep channelway leading from its bottom and down which the stone undoubtedly went, measures 125 feet more, making 245 feet by actual measurement. The rocks in 'The Pit' are of a very dark blue-grey colour and have bands of white marble inserted in them which have been crumpled by pressure, giving the bands a zig-zag appearance.

The fallen masses of rock wherever found throughout the cave, particularly those about 'The Ball Room' and 'The Pit,' were carefully examined to determine their present stability. The roof was also examined carefully to the same end. The singular firmness of every fallen piece, even the small ones, led the writer to the discovery that the water had undoubtedly shifted all the fallen pieces, great or small, into positions that are firm and reliable. No evidence whatever was discovered of any present movement in the roof, neither were any points discovered where the present water erosion has made a fall of rock imminent.

To make travel easy in the cave plank walks should be built across these rough places. No blasting of any kind whatever should be allowed in any part of the cave in forming passageways or in making any improvements. The present quiet condition of the rocks is thereby ensured, and the breaking of the fragile carbonate of lime coating, which forms the decoration of the cave, by the concussion of blasting, is also prevented. A blast might work ruin to this attractive feature.

At a point on the main passageway nearly opposite 'The Pit,' and marked 'A' on the map, an opening was found through which we descended to the present bed of Cougar creek at the bottom of the cave. This passage led us north directly under 'The Ball Room,' where an examination was made of the bottoms of the gigantic potholes now in ruins, and of the old water-grooves. We naturally named this spot 'The Old Mill.' It certainly did grind for many centuries before it fell into ruin and disuse. Passing still farther along this passage in a northerly direction we came down upon Cougar creek. Following up the creek to the point marked 'B' we discovered that it here makes a sudden turn to the northwest. Continuing up the creek we came to a place where the low roof and accumulated gravel prevented further progress. This point is only about 200 feet from where Cougar creek disappears near 'Entrance No. 2.' Returning to the point 'B,' we continued on in a northerly direction and found a different kind of gravel and boulders in the bed of the channel. In Cougar creek above the point 'B' it consists of marble and schist with very little quartzite which is chiefly white or light in colour. But in this branch channel quartzite of a dark brown or red colour constituted almost the entire gravel. The same gravel had been observed at 'Bear Falls' and the inference was at once drawn that this was formerly the inlet passage from these falls. From the map the proximity of these falls to this passage makes the inference almost conclusive, yet further exploration is necessary to make it positive, for it can as well be the inlet from 'Upper Goat Falls.' Continuing to the northward we came to a sudden turn to the right, beyond which the most ragged walls are to be seen that have been found anywhere in the cave. The jagged points and grotesque shapes at once inspire caution. It was named 'The Terror.' Its peculiar roughness is due to the partial metamorphosis of the rocks, and is similar to the condition of change found in the rocks under 'Gopher Bridge.' In this case the condition is accentuated by the existence of thin knife-like blades of the unchanged limestone instead of nodules, all of which extend from one-half inch to two inches beyond the general surface of the marble holding them. The extreme south end of this inner passage rises suddenly for about 15 feet and a ladder is needed to

explore it beyond this point. This is the present water-course. The extreme north end opens out into a large chamber that is practically filled with sand and gravel. Several branch passages are to be seen extending north and south from this chamber, but they are nearly filled with gravel. They all enter it near the roof.

From this chamber to the point A this passage has been formed along a fault, which inclines upward at an angle of about 65° to the west. Along its line on the surface the ravine of 'Bear Falls' has been formed, also the depression through which its waters now flow to 'Entrance No. 3.' From this entrance down into the cave these waters have cut their way along this same fault, joining Cougar creek below, and in their passage have formed 'The Pit.'

This portion of the cave just described from A northward and downward along Cougar creek to the limits mentioned and the passage from B to 'The Terror,' had never before been explored until Mr. Deutschman and the writer entered it on October 27, 1905. It is one of the most interesting and instructive portions of the entire cave. It tells a long story in history from its grinding of 'The Old Mill' to the present day erosion, probably more than 40,000 years.

Returning to the point A, and continuing along the passageway, which from here runs in a southeasterly direction along the strike of the strata, many interesting features are met with.

From the map it will be observed that those sections of the highest old waterway thus far thoroughly explored and surveyed, from 'Entrance No. 2' to the present southeasterly limit of the cave, are all on a line and that this line is coincident with the strike of the strata. The omitted sections of it that lie on either side of 'The Pit' have been explored sufficiently to determine that they are on the same line. They are so nearly filled with debris as to be unattractive. The fact that this old waterway was originally straight and continuous along the strike of the strata, and passed close to 'The Pit,' forms a base from which to study the subsequent changes.

At a point about 190 feet forward from A, a passage to the left exists that leads to the brink of a precipitous rock at the foot of which Cougar creek can be seen dimly. This place had already been named 'The Turbine' by a previous visitor. There is a roar and swish of falling water to be heard here. Undoubtedly the roar mentioned in my former report as heard in 'The Deep Cavern' came from these falls, whose roar, when Cougar creek is highest, is thrilling beyond description.

A search was made here for a way to get down upon the bed of Cougar creek both above and below the falls. Above the falls the passageways shown on the map were found and the creek explored and surveyed for the distance shown. Below the falls a crevice in the rocks was found through which we descended to the present creek bed. The course of Cougar creek here is diagonally to the right across the strata, and its level is about 60 feet below the passageway by which we advanced. In the old channelway on this lower level are to be seen two very large potholes 18 feet in diameter. One of them, with an arched roof about 40 feet from the bottom, is decorated in a most beautiful manner with carbonate of lime accumulations. Standing at the bottom, and looking up, a most beautiful sight greets the eyes. It was at once named 'The Dome.'

All progress in a southeasterly direction along Cougar creek beyond the point represented on the map was barred by a very low roof at one place, and at another by the steep descent and swift current of the creek itself.

This portion of the cave above and below the falls, or 'The Turbine,' is also a section that had never been entered before Mr. Deutschman and the writer entered it on October 28, 1905. In fact the first exploration of the bottom of this cave at any point, and the location of Cougar creek running through it, is here recorded.

Passing on in a southeasterly direction from the point A for a distance of 250 feet, an old water-course is entered that we named 'The Art Gallery' because of the beautiful deposits of carbonate of lime. This lime accumulation is white or creamy white with an occasional tint of pink. It resembles heads of cauliflower set close together without intervening space, and in mass is very beautiful.

From 'The Art Gallery' forward for 200 feet several more spots with lime accumulations are to be seen.

Immediately after passing the southeast end of 'The Art Gallery' a waterway on the right was observed, but it was inaccessible except a short distance owing to its almost vertical ascent and to its narrowness. This may be the inlet from 'Entrance No. 4' which is 'Lower Goat Falls.' This is not positive, however, as a passage was observed branching off from the loop of Cougar creek at 'The Turbine.' The writer thinks the latter the most probable inlet from 'Lower Goat Falls.' This inlet at 'The Turbine' was not explored as a ladder was needed.

From the waterway on the right, just beyond 'The Art Gallery,' our course was down over large masses of fallen rock for a distance of 300 feet, then turning to the right and still continuing down through a narrow passageway for a distance of 100 feet more, we entered a beautiful opening or room which we called 'The Bridal Chamber.' The decorations of carbonate of lime are creamy white and very dainty. This room is formed against a fault, showing that Cougar creek was here deflected by it to an easterly course.

No way of getting down to the present bed of Cougar creek at this point, without ladders, was discovered. The roar of water plunging down a steep incline could clearly be heard, and it is assumed that the creek continues along this fault for some distance. We were greatly disappointed in not being able to descend to its bed, as this seems to be the only avenue of entrance to the openings that unquestionably exist between 'The Bridal Chamber' and where Cougar creek emerges to the surface. Just where the last point is we have been unable to determine, as no sufficient outflow of water has thus far been found on the surface to positively locate it.

Immediately over 'The Bridal Chamber,' about 125 feet above it, exists the extreme southeasterly end of the oldest waterway in the cave, and which has already been described as partly in ruins. Owing to its original continuity in a straight line for 1,000 feet, and its broken condition, we have named it 'The Ruined Aqueduct.'

After ladders have been prepared and put in place, at the points mentioned as necessary, the exploration can be continued. No further attempts were made at this time to effect an entry.

A small chamber exists directly over the north end of 'The Canyon' which was explored in September by Mr. Deutschman and named by him 'The Ice Cave' because the ice remained in it during the entire summer. This opening is mentioned in my former report as blocked with ice, and was then designated as 'Entrance No. 2,' believing that it connected with the cave below. In this report 'Entrance No. 2' means the entrance on the bed of Cougar creek, at the bottom of 'The Canyon,' 100 feet perpendicularly below this opening. This 'Ice Cave' consists of a narrow passage about 80 feet long at the end of which is a chamber 20 by 40 feet, with two branch passages leading from it, each about 100 feet long.

An opening in the ravine 1,700 feet in a southeasterly direction from the most southerly point of the bluff was recently discovered by Mr. Deutschman, and we next proceeded to it. We were able to enter it for about 75 feet only when the passage branched and became so small that we could go no farther. This opening, while it may prove to be local and in no way connected with the main cave, causes the writer to believe that there are great possibilities still existing as to the extent of the main cave.

A few stalactites were found here and there in the old parts of the main cave, pure white in colour, the largest being 18 inches long.

EXTENT OF CAVE.

The prediction made in my former report that 'The area between Entrances Nos. 2, 3 and 4 and 'Upper Goat' and 'Douglas Falls' is most probably a labyrinth of underground waterways,' has been almost fully verified, the only portion not yet entered

being the triangular space between 'Upper Goat Falls,' 'Douglas Falls' and 'Entrance No. 4.'

From the conditions now known it is only logical to believe that extensive openings exist in this area. The prediction also that 'The one-half mile between 'Lower Goat Falls' and the supposed outlet should be the largest part of the cave by reason of accumulated waters,' has been verified in greater part. That a very extensive cavern exists in this area, beyond that already explored and shown on the map, is a foregone conclusion.

The total length of the passageways surveyed and measured by the writer thus far amount to about 4,000 feet, or four-fifths of a mile. To see the caves at this time, before any improvements are made, the visitor must retrace his steps in every passageway, thus doubling the distance named. He must travel 8,000 feet, or one and three-fifths miles on the main passageways. This does not include the distance between the entrances nor the little side trips that will be made here and there in the cave to get closer to the various points of interest. The distance to the cave is now so great that it will require the visitor to be a person well used to climbing in order to view the entire cave in one day.

PROBABLE AGE OF CAVE.

The marble rocks in which the cave is formed belong most probably to the Devonian age. No fossils were found, however, to positively verify this conclusion. The limestone rocks have not been completely changed into marble at all points as was observed under 'Gopher Bridge' and in 'The Terror.' Notwithstanding the fact that the rocks belong to a comparatively old series, yet the beginning of the cave undoubtedly dates from a very recent geological time.

Assuming the rate of erosion to be one thirty-second of an inch in a year, then to cut down one hundred feet of rock, which is about the average amount eroded in the main cave, would require 38,400 years. Any actual rate greater or less than this assumption would increase or diminsh the age of the cave. In several places along Cougar creek in the bottom of the cave an excellent opportunity is afforded to determine actually the present annual rate of erosion. A micrometer measuring apparatus should be used and the area of cross-section of the rock eroded per year thus accurately computed. Also the ratio between the area of the cross-section of the average stream and the area of the rock eroded should be determined. And finally, the quantity of water passing the given section in one year, and its velocity, should be accurately measured.

In contemplating the foregoing suggestion as to the probable age of the cave, it should be borne in mind that where gravel and sand lodge in the bed of the stream the rate of erosion is many times less than where the bed is continually swept clean by a more rapid current.

The above report is respectfully submitted.

W. S. AYRES,
Mining Engineer.

APPENDIX No. 42 TO THE REPORT OF THE SURVEYOR GENERAL. REPORT OF W. THIBAUDEAU, C.E.

SURVEY OF THE KLONDIKE REGION OF THE YUKON TERRITORY.

OTTAWA, CANADA, February 28, 1906.

To the Honourable
The Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you for consideration the following report of observations made by me under instructions of the Surveyor General in connection with the project to supply the Klondike Mining District with a complete water system for hydraulicking and sluicing purposes. Accompanying this report is a map showing the location and profile of the proposed system, which was prepared by me after running about 300 miles of contour and traverse lines and levels.

My work in this connection was begun on June 11 last, and was carried on continuously until October 1 following. With my interim report thereon, to the Surveyor General, dated October 16 last, I forwarded the following papers:—

1. Sketch map of the Klondike mining district and of the Klondike river, showing proposed location of the water supply, and general distribution of same.

2. Topographical map of the Klondike mining district on which is shown by red lines the elevation at which a water supply from the proposed tunnels Nos. 1 and 2 could be brought through the mining district.

3. A cross-section of Flat creek, showing one of the proposed crossings of the main conduit.

The proposed water system is to supply the Klondike mining district with 15,000 miners' inches of water, or 22,500 cubic feet per minute.

I would divide this report on the proposed main conduit route between the head of Six Pup (a tributary of Hunker creek) and up the main Klondike river, into two sections, as follows:—

Section 1.—This would run from the head of Six Pup to the head of Simplon creek, a distance of 36·08 miles, composed of one tunnel 1¼ miles long, two steel pipes, each 2,950 feet long, and 34·28 miles of canal, the water through the canal not to exceed a maximum velocity of 2·7 feet per second. This section would be through a dry country, well exposed to the sun, with a general slope of from 6 to 8 degrees, except about 1½ miles at the head of All Gold creek; one-half mile at the head of Vanderbilt creek; 1½ miles at the head of Minnie Bell creek, and 1½ miles at the head of Simplon creek, and at these points the general slope is from 15 to 25 degrees.

No. 1 tunnel for distributing water into the Klondike watershed would be 8 feet by 10 feet and 6,600 feet long, running through deformed quartz-porphyry. There is no indication that the work would be hindered by water during construction. On the upper end of the tunnel a cut would be required of 300 feet, averaging 10 feet in depth, at which point I believe solid rock will be reached. The rock exposure is serpentine and deformed quartz-porphyry. I did not notice any rock in place along this route, except on the right limit of All Gold creek, where porphyry rock is exposed on a steep slope from the bottom up to a height of 400 feet. At the head of Simplon creek on the left limit for half a mile there is loose broken granite in blocks of from 50 to 150 pounds in weight.

The soil of this section is for the most part yellow loam, sand and gravel, and is not frozen except at the head of Leotta, Minnie Bell and Simplon creeks, on their right limits, where the slope is about 20 degrees. At these points the ground is frozen for

about 2 miles, and covered with thick moss. This ground, after being stripped of the moss and left exposed to the sun for about six weeks, will be found to be thawed. In Nome district it is customary in such cases to pile the moss on the upper bank, and when the ditch is finished, to replace it on each side of the slope. This keeps the ground from thawing over again and sliding.

This section is cut by many creeks, and is not exposed to washouts. Where the conduit would not cross the creek by syphon, it would cross well up to the head of the creeks. There is at no time a large enough quantity of water in the creeks to cause a washout of the ditch. The country through this section is partly open, and partly covered with dry spruce of 6 inches to 8 inches diameter, with small green spruce and willow, and a few large green spruce which escaped the forest fires that swept through and destroyed nearly all the timber some years ago. The nature of the soil throughout this section is very well adapted for making good canals and wagon roads, and the banked up slope will stand at a high angle. The maintenance would be easy and inexpensive.

Section 2.—This would run from the head of Janson creek (a tributary of Dominion creek), up the main Klondike river for a distance of 66½ miles, composed of one tunnel 1·56 miles long, 2 steel pipes each 11·78 miles long, and 53·16 miles of canal, the water through the canal not to exceed a maximum velocity of 2·7 feet per second.

This section would also run through a very dry country, well exposed to the sun, with a general slope of from 4° to 6° to double syphon No. 3, and from 8° to 10° to the intake, except for 4 miles south from double syphon No. 4, and the head of other gulches which reach about 3 miles, where the slope would be about 22°. About 3½ miles of this section is frozen, and covered with thick moss ; the section as a whole is very dry and not exposed to washouts ; in particular that part between double syphon No. 2 and for 3 miles above double syphon No. 3, and from double syphon No. 4 to 4 miles above double syphon No. 5, is the finest country I ever saw for a ditch.

Tunnel No. 2 for distributing water into the Indian river watershed would run from the head of Janson creek to the head of Simplon creek, and would be 8 x 10 feet and 8,300 feet long through deformed quartz-porphyry. On the route of this tunnel also there is no indication that the work would be hindered by water during construction. At both ends of the tunnel there would be cuts of 400 feet and 500 feet long respectively, and each of which would average from 6 feet deep at their lower end to 20 feet deep at their upper end. At these two points, it may be necessary to drive the tunnel through gravel or other material before solid rock is reached. These two cuts would be through frozen muck and silt; on these two cuts, with the moss stripped from the ground and both creeks diverted to the upper ends of the cuts, the water, attended by three or four men, would itself do the greatest part of the excavation work in a few weeks.

There is very little rock exposure in this section; such as there is, consists of carboniferous black slate much shattered.

On the steep slope south of the double syphon No. 4 and north of double syphon No. 5 to the intake I would expect to find solid slate after excavating a few feet. For a distance of 2 miles, on account of the soft and shattered condition of the slate, comparatively little blasting would be required.

On the right limit of Simplon creek there is loose rock-deformed granite for about half a mile.

On the line of double syphon No. 2 there is a decomposed granite rock exposure from Flat creek up the left limit for 700 feet or 800 feet on a slope of about 35°. On the right limit about 800 feet from the creek there is a porphyry rock exposure up hill for about 400 feet, and also in double syphon No. 4 on the left limit of the Klondike, there is a black slate rock exposure on a steep slope of 35° for a distance of 300 feet to 350 feet long, rising to an elevation of 2,400 feet. The country through this section is partly open, partly covered with dry spruce, willow and aspen. Some years ago this country was swept again and again by forest fires.

SOURCE OF SUPPLY.

At the proposed intake for 1½ miles above and 2 miles below, the river bed averages 120 feet wide ; above this point there is plenty of timber to build a dam in crib form, and there are also plenty of boulders from 50 pounds to 100 pounds to fill crib.

The width of the Klondike at double syphon No. 4 is about 150 feet and at Flat and Hamilton creeks from 50 to 55 feet. On the proposed route there is very little water to be picked up to take the place of percolation and evaporation without building long ditches, but the ground along the line, being loam, silt, sand and gravel, forms a good combination for a tight canal. The creeks, O'Brien, Australia and Hamilton, at an elevation of 2,650 feet have a combined capacity of over 6,000 miners' inches at lower state of water. Their watershed is larger than the north fork and could be diverted to the main ditch, if required, at a reasonable cost. Many people who have not been on the ground are under the impression that the greatest part of the line would consist of flumes or pipes, and would follow the north side of the hills, which they believe to be loose rock unsuited for ditching, or a mass of frozen moss or muck equally bad. But as a matter of fact there is very little loose rock there, and when the ground is excavated for 2 or 3 feet it is found to be mixed with sod, and forms a good bottom foundation. I have located over 1,000 miles of government road in every part of the Yukon, and when not located in creek or river bottom, I never found a section of it where the frozen ground would exceed eight per cent ; and I must say that the country above described is just as good for a canal or for a wagon road as I have seen in any part of the Yukon.

As to the statement that the water must be taken from a source high in the mountains, and then will not begin to run till late in the spring, and will freeze early in the fall, I may say that my party and myself left the proposed point of intake about the 20th of September, and up to that time there was no frost to stop water running in small creeks. But when we arrived at All Gold and Hunker creeks on the 25th of the same month, mining operations had been stopped for some days. My experience confirms the view that the creeks which are narrow and deep will freeze earlier and thaw later than ground at an altitude of 600 or 800 feet higher on an easy slope well exposed to the sun.

I have reckoned the time required to build the proposed water system, as follows:—

It will require from twelve to eighteen months to deliver the steel plates in Dawson from the time they are ordered. The following winter they could be hauled and distributed along the line, and the next summer they could be put together ready for operation. The roads, canals, &c., could be built in from one to two summers. I believe that the excavation would not be deep enough for steam shovels to be used ; ploughs, scrapers and road graders will have to be used.

I have made the necessary track survey with the use of Mr. Johnson's topographical map of the Klondike Mining District to prepare an estimate cost of the proposed system of distribution.

I append to this report the following statements, estimates and details :—

1. Detailed estimate of cost of double syphons and canals.
2. Estimate of cost of tunnels.
3. Detailed estimate of cost of proposed system.
4. Estimate of cost of distribution for Klondike river watershed.
5. Estimate of cost of distribution for Indian river watershed.
6. Comparative table of cost of maintenance of water conduit.
7. Comparative price of water per miner's inch.
8. Statement showing variation in duty of a miner's inch.
9. Opinions as to the utility of hydraulicking creeks.
10. Details of syphons on main conduit.
11. Details of proposed distribution by syphons on Indian river watershed.
12. Details of proposed distribution by syphons on Klondike river watershed.

13. Comparative table of hydraulicking operations in the Yukon Territory and Alaska.

14. Report and comparative data on cost of various methods of mining in the Klondike by John A. McDougal.

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

W. THIBAUDEAU,
Civil Engineer.

DETAILED ESTIMATED COST OF DOUBLE SYPHONS AND CANALS.

The pipes to be built of high grade open hearth malleable steel, plates having an ultimate tensile strength of 60,000 pounds per square inch; these pipes are designed on a factor of safety of 3, with standard lap joints made up in parallel courses alternately inside and outside, each course to be not less than 6 to 7½ inches in width.

The longitudinal seams to be double riveted and the circular seams single riveted.

All pipes to be thoroughly caulked and all shop rivets driven by hydraulic power.

The weight given includes 10 per cent additional for laps, rivets and slip joints, air-valves, man-holes, coating of asphaltum, &c.

The pipe to be cut, punched and formed only and nested for shipment to Dawson. A plant to be established in Dawson or on the ground.

Cost of plates, manufacturing the pipes, &c., coated by immersing it in a hot bath of asphaltum preparation before laying ready to be used	5 cents per lb.
Freight to Dawson	2 "
From Dawson to their destination	1½ "
	8½

All these pipes could be freighted to Dawson during the dull season of navigation, which is July and August. The freight from Dawson to their destination is on a base of ½ a cent per pound, per 20 miles haul. This winter some freighters are freighting from Dawson to Gold Bottom and Dominion on these bases. Cost of canals is on a base of 50 cents per cubic yard, for earth work excavation; wages $5, and board per day ; rock work fairly solid per lineal foot, $1.75. Schist in place per cubic yard, $1.25.

The computed velocity V for syphons or pipes is from treatise of Hydraulic and Water Supply Engineering, J. T. Fanning, page 271d.

Formula G. V.

v. = Velocity
h. = Head in feet
l. = length.

$$V = \frac{(d^{1.42} h)^{.512}}{(.000492 l)}$$

For canals from Kutters formula.

v. = velocity
r. = hydraulic mean depth
i. = inclination
n. = coefficient of roughness = ·03

$$v = \left\{ \frac{41.6 + \frac{1.811}{n} + \frac{.00281}{i}}{1 + \left(41.6 + \frac{.00281}{i}\right) \times \frac{n}{\sqrt{r}}} \right\} \sqrt{ri}$$

The computed thickness of pipes or syphons is from 'Mechanical Engineers Pocket Book,' by William Kent, page 707.

p. = safe working pressure in pounds.
d. = diameter in inches.
T. = Tensile strength of the material in pounds per square inch, 60,000 pounds.
t. = thickness in inches.
f. = factor of safety = 3.
c. = ratio of strength of riveted joint to strength of solid plate = .70.

$$t = \frac{fpd}{2Tc} \qquad t = \frac{3pd}{2 \times 60{,}000 \times .70}$$

ESTIMATED COST OF TUNNELS.

Tunnel No. 1 and 2 to be 8 x 10 feet to be driven with air, through deformed quartz porphyry and porphyrites, estimated cost $35 per foot. At Juneau a 9 x 10-foot tunnel, 3, 300 feet in length was driven through a spur of the mountain from the bank of Gold creek to top of the gravel pit at the proper depth for reaching the lowest sag in the bed rock.

It was driven with air at the rate of 8 feet per day in slate at a cost of $20 per foot. No timbering was used with the exception of a few sets near the ends; labour $5 per day.

AT NOME.

Between Snow gulch and Glacier creek a tunnel 1,800 feet in length has been run through the divide to carry the ditch water. Its dimensions are 4 x 6 feet, and it is timbered in places. It was driven through limestone at a cost of $10 per foot. The top of the tunnel is level with the top of the water on the entrance side, the bottom of the tunnel being run at a low level so as to completely fill the tunnel. All the rock work in the tunnel was done by hand drilling and in the winter. The rock was found to be frozen 90 feet vertically below the surface.

CALIFORNIA.

LENGTHS, Grades and Cost of Important Tunnels in Nevada County.

Name of Mine or Tunnel	Locality.	Length of tunnel.	Average grade per sluice box.	%	Cost.
		Feet.	In. Ft.		$
Boston	Woolscrip Flat	1,600	10½ to 12	7½	40,000
North Bloomfield	Humbug Canyon	9,200	6½ to 12	4½	528,000
American	Below San Juan	5,000	10½ to 14	6¼	160,000
Manzanita	Sweetland	3,500	7 to 14	4⅛	92,000
Sweetland	Cr. Sweetland	2,200	8 to 14	4¾	90,000
Bed-rock	Below Sweetland	4,400	9 to 14	5¼	75,000
French Corral	French Corral	5,048	8 to 14	4¾	190,000

ESTIMATED COST OF PROPOSED WATER SYSTEM.

CAPACITY 15,000 MINER'S INCHES.

Estimated cost of main conduit		$4,876,077 10
Distribution.		
Klondike water shed to Bonanza city	437 169 00	
Indian river water shed to opposite Australia creek	218,499 35	
		$5,531,745 46
Contingencies, 10 per cent	553,174 54	
Total		$6,084,920 00

Assuming the life of the plant to be 20 years. Allowing 120 days each season actual working time.

Interest at 3½ per cent		$ 212,951 20
Annuity required to redeem $6,084,920 in 20 years at 3 per cent		226,483 70
Maintenance of main conduits, section 1, 67 miles at $600		40,200 00
Maintenance of main conduits, section 2, 36 miles at $500		18,000 00
Distribution conduits, 95 miles at $400		38,000 00
Superintendence, &c		15,000 00
Contingencies, 10 per cent		11,120 00
		$ 561,754 00
Cost of water per working day	$4,681 28	
Cost per miner's inch	0 31⅓	

(Assuming 6 cubic yards per miner's inch.)

Cost per cub yard	0 05⅓	

(Assuming selling price of water at 35 cents per 24 hours per miner's inch.)

15,000 miner's inches at 35 cents=$5,250 per day.
120 days at $5,250 $ 630,000 00

(Picked up water with pressure to 250 feet head.)

2,000 miner's inches—Hunker creek.
2,000 miner's inches—Bonanza creek.
2,000 miner's inches—Dominion creek.

6,000 miner's inches at 15 cents per miner's inch per 24 hrs. at $900		108,000 00
Annual revenue		738,000 00
Expenses		561,754 90
Profits and loss		$ 176,245 10

This plant would pay for itself in about twelve years.

This plant will bring water above all claims and bench gravel deposits over an area of 550 square miles, and could be extended to all the placer claims on the watershed of Indian, Klondike and Yukon rivers tributary to the Klondike mining district.

SESSIONAL PAPER No. 25b

ESTIMATE OF FLOW OF THE KLONDIKE RIVER ABOVE PROPOSED INTAKE.

The watershed of the main Klondike river above the intake is about 425 square miles. The mean annual rain fall at that point is not known, but we have the annual rainfall for Dawson from 1902 to 1905, as follows :—

Year.	1902.		1903.		1904.		1905.	
	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.	Snow.	Rain.
January	.....	.....	5.	.....	.....	.....	5.	.....
February	.....	.....	13.5	.....	12.	.....	13.	.....
March	.....	.....	6.	.....	.....	.....	10.	.....
April	.....	.....	7.	.....	1.	.68	.....	.71
May	.....	.....	.....	.39	.....	.66	.....	.20
June	48.5	8.85	.....	.44	5.	1.31	.....	.14
July	.....	.....	.....	1.28	.....	2.47	.....	.....
August	.....	.....	.....	1.37	.....	1.86	.....	3.55
September	.....	.....	.....	2.31	3.	1.00	2.	3.18
October	.....	.....	12.5	.....	3.	.06	13.5	.10
November	.....	.....	4.5	.....	6.	.....	11.	.....
December	.....	.....	6.5	.....	14.5	.....	.....	.....
Total	48.5	8.85	54.5	5.79	44.5	8.04	54.5	7.88

Authority—Inspector of Fisheries, Yukon Territory.

As will be seen the amount of rain and snowfall does not vary much for different years, but very much for the same month. The average for the last four years is 12·69 inches. In the winters of 1899 and 1902 I was up to the head of main Klondike and both times I found that there was about three times more snow there than in Dawson, and from hunters and prospectors I am informed that there is more rain up in the Klondike than in Dawson.

I believe it would be on the safe side to assume the average amount of rain and snow fall to be 30 inches. The ratio of the three years low rain cycles give their mean rainfall at about $\frac{8}{10}$ of the general rainfall. The mean annual flow of the stream we assume to be 50 per cent of the annual rainfall and $\frac{8}{10}$ of 50 per cent gives 40 per cent of the annual rainfall as the annual available flow of the stream and 40 per cent of the 30-inch rainfall gives an equivalent of 12 inches of rainfall flowing down the stream annually.

The average flow is equal to 53·7563 cubic feet per minute per square mile, and for 425 square miles, 22,845 cubic feet per minute, or 15,222 miner's inches at lowest state of water. I have measured the flow of the Klondike river at a point about 3 miles below the proposed intake. I measured a base of 300 feet long, where the river appears to be uniform; the cross-section multiplied by the mean velocity of three floats, and the product multiplied by f. 95 gives 36,000 cubic feet per minute, or 24,000 miner's inches. At the time I made the measurement I was under the impression that the river was at its lowest stage, but now I believe it must have been soon after some rainfall at the head of the Klondike river, which I did not suspect.

I also measured the flow of South Fork river, at an elevation of 2,600 feet. Above that point the watershed is about 150 square miles. The measured flow of the South Fork at that point was found to be 6,000 miner's inches.

ESTIMATED COST OF A PLANT OF 10,000 MINER'S INCHES DISTRIBUTED IN THE KLONDIKE AND INDIAN RIVER WATER SHEDS IN THE SAME RATIO AS THE PLANT ABOVE.

Estimated cost		$4,898,900
Annual cost	$460,223.00	
Cost of water per day	3,835.00	
Daily cost per miner's inch	·3835	
Daily cost per cubic yard	·064	

Water sold at 35c. and 15c. per miner's inch, as in the first estimate.

Annual revenue	490,000
Annual cost	460,000
Profit and loss	30,000

Would pay for itself in 17 to 18 years.

Estimated cost of the first plant, but without the Indian watershed distribution, and that amount of water being added to the Klondike water shed:—

Estimated cost		$5,632,701
Annual cost	$518,087.00	
Cost of water per day	4,318.00	
Cost of water per miner's inch	·288	
Cost of water per cubic yard	·048	

Water sold at 35c. and 15c. per miner's inch, as in the first estimate.

Annual revenue	738,000
Annual expenses	518,087
Profit and loss	219,915

This plant would pay for itself in about 11 years.

Estimated cost of a plant of 10,000 miner's inches.

KLONDIKE WATERSHED DISTRIBUTION.

Estimated cost		$4,437,000
Annual cost	$450,000.00	
Cost of water per working day	3,750.00	
Cost of water per miner's inch	·37½	
Cost of water per cubic yard	·06¼	

Water sold at 35c. and 15c. per miner's inch, as in the first estimate.

Annual revenue	490,000
Annual cost	450,000
Profit and loss	40,000

This plant would pay for itself in 16 to 17 years.

SESSIONAL PAPER No. 25b

ESTIMATED COST OF PROPOSED WATER SYSTEM FOR THE KLONDIKE MINING DISTRICT.

(Capacity, 15,000 miner's inches.)

MAIN CONDUIT.

On the outer bank of canals the inside and outside slope to be 1½ feet horizontal to 1 foot vertical, upper bank slope ½ foot horizontal to 1 foot vertical. Top of embankment 3 feet wide.

Section 1—		
Tunnel No. 1.—From head of Leotta creek and Six Pup, 8,710 feet, 6,600 feet long, at $35 per foot		$ 231,000 00
Canal.—From head of Leotta to head of Simplon creek: 34·26 miles long. Width: top, 31½ feet; bottom, 18 feet; depth, 7 feet; depth of water, 5 feet. Capacity 11,374 miner's inches; length, 34·26 miles. Average, 16,632 cubic yards of earth excavation at 50c. per cubic yard, 1,663 cubic yards excavation of solid rock, frozen ground or loose rock, &c., at $1.25 per cubic yard, $10,385 per mile		355,790 10
Twelve waste weir and waste gates, at $400		4,800 00
Double syphon No. 1—		
2,950 feet long; 4 feet diameter; capacity, 10,960 miner's inches; weight, 538,079 lbs. at 8½c.		45,736 71
One pressure box at $1,000		1,000 00
Section No. 2—		
Tunnel No. 2.—From head of Simplon and Janson creek: 8 feet x 10 feet, 8,340 fect long, at $35 per foot		291,900 00
Canal.—From head of Simplon creek to intake main Klondike river: 51·26 miles long. Width: top, 34½ feet; bottom, 20½ feet; depth, 7½ feet; depth of water, 5½ feet. Capacity, 15,444 miner's inches. Average, 22,500 cubic yards of earth excavation at 50c. per cubic yard, and 2,250 cubic yards of excavation of solid rock, frozen ground, &c., at $1.25 per cubic yard, $14,062 per mile	$720,818 00	
Forty waste weir and waste water gates at $600 each	24,000 00	
Four pressure boxes at $1,400 each	5,600 00	
		750,418 00
Double syphon No. 2—		
13,200 feet long, 5 feet diameter. Capacity, 15,000 miner's inches. Weight, 5,263,342 lbs., at 8½c.		447,384 07
Double syphon No. 3—		
43,830 feet long, 6 feet diameter. Capacity, 16,240 miner's inches. Weight, 21,509,556 lbs., at 8½c.		1,828,312 26
Double syphon No. 4—		
8,006 feet long, 5 feet diameter. Capacity, 15,322 miner's inches. Weight, 5,587,652 lbs., at 8½c.		474,950 42
Double syphon No. 5—		
6,600 feet long, 5½ feet diameter. Capacity, 17,384 miner's inches. Weight, 2,338,676 lbs., at 8½c.		198,787 46
Wagon road—		
110 miles of wagon road, at $1,500		165,000 00

Bridges—

One bridge on Klondike river, one 100-foot span and two 30-foot spans	20,000 00
One bridge on Flat creek, one 50-foot span	3,000 00
One bridge on Hamilton creek, one 50-foot span	3,000 00

Telephone line—

110 miles of telephone line, at $250 per mile	27,500 00

Section houses—

Twelve section houses, one at the head of each tunnel and at the head of each pressure box, one at the intake and four along the canal line, at $1,500 each	18,000 00

Dam—

A dam, 8 feet high and 300 feet long to be constructed of timber in crib form, filled with rock and earth, at a cost of	10,000 00

IV.

ESTIMATED COST OF PROPOSED DISTRIBUTION KLONDIKE RIVER WATERSHED.

(Capacity, 10,000 miner's inches.)

On the outer bank of canals the inside and outside slope to be 1½ horizontal to 1 vertical, upper bank slope to be ½ horizontal to 1 vertical ; top of embankment 3 feet wide.

Canal—

From head of Six Pup to Last Chance creek, 16 miles long; width, top, 29 feet; bottom, 18 feet; depth, 6 feet; depth of water, 4¼ feet :	
Capacity, 10,000 miner's inches. Average, 13,831 cubic yards of earth, excavation at 50c., and 1,426 cubic yards of excavation of rock in place, frozen ground, loose rock, &c., at $1.25 per cubic yard at $8,697 per mile	$ 139,152 00
Sixteen waste weirs and waste gates at $550	8,800 00

Syphon No. 1.—Hunker—

2,112 feet long, 5½ feet diameter, capacity 10,680 miner's inches ; weight, 526,984 lbs. at 7¾ c.	40,834 28
One pressure box at $1,275	1,275 00

Syphon No. 2.—Gold Bottom—

2,900 feet long, 5¼ diameter ; capacity, 9,200 miner's inches; weight, 653,569 lbs. at 7½c. per lb.	49,017 67
One pressure box at $1,150	1,150 00

Syphon No. 3.—Last Chance creek—

1,584 feet long, 4¾ feet diameter ; capacity, 7,200 miner's inches ; weight, 207,226 lbs. at 7½c per lb.	15,541 75
One pressure box at $890	890 00

Canal—

From Last Chance creek to Bear creek, 7 miles long; width, top 22 feet ; bottom, 16 feet; depth, 5 feet; depth of water 3½ feet; capacity, 75,000 miner's inches. Average, 10,692 cubic yards of earth excavation at 50 cents per cubic yard and 1,188 cubic yards excavation of rock in place, frozen ground, loose rock, &c., at $1.25 per cubic yard, $6,831 per mile.... .... 48,817 00

Seven waste weirs and waste gates at $425.... .... 2,975 00

Syphon No. 4.—Bear creek—

1,848 feet long, 4¼ diameter ; capacity, 5,280 miner's inches ; weight, 141,255 lbs. at 7¼c. per lb.... .... 10,594 00

One pressure box at $635.... .... 635 00

Canal—

From Bear creek to Quigley gulch, 2 miles long; width, top 21 feet; bottom, 16; depth 5½ feet; depth of water, 3 feet; capacity, 5,500 miners inches; 9,623 cubic yards of earth excavation at 50c. per cubic yard and 1,068 cubic yards excavation of rock in place, frozen ground, loose rock, &c., $1.25 per cubic yard, $6,139 per mile.... .... 12,218 00

Two waste weirs and waste gates at $310.. .... 620 00

From Quigley creek to Pure Gold gulch, 2 miles long width, top 17 feet; bottom, 12 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 4,220 miner's inches. Average, 6,950 cubic yards earth excavation at 50c. per cubic yard, and 773 cubic yards excavation of rock in place, frozen ground, and loose rock, &c., at $1.25 per cubic yard, $4,441 per mile.... .. .. 8,882 00

Two waste weirs and waste gates at $250 each.... .... 500 00

From Gold gulch to Grand Forks, 12·50 miles long; width, top 12 feet; bottom, 3 feet; depth of water, 3 feet; capacity, 2,180 miner's inches. Average, 4,050 cubic yards of earth excavation at 50c. per yard and 450 cubic yards excavation of rock in place, frozen ground and loose rock at $1.25 per cubic yard, $2,587 per mile.... .... 32,337 00

Twelve waste weirs and waste gates at $125.... .... 1,500 00

Canal—Hunker creek—

From the mouth of Trilby gulch to opposite Henry gulch, Hunker creek, to pick up water already used and to sell it over again: 8 miles long. Capacity, 2,500 miner's inches at $4,000 per mile. 32,000 00

Canal—Bonanza creek—

From mouth of Boulder creek to mouth of Bonanza creek to pick up water already used and to sell it again: 8 miles long. Capacity, 2,000 miner's inches at $3,696 per mile.... .... 29,388 00

V.

ESTIMATED COST OF PROPOSED DISTRIBUTION, INDIAN RIVER WATERSHED.

(Capacity, 4,000 miner's inches.)

On the outer side bank of canal, the inside and outside slope to be 1½ horizontal to 1 vertical; upper bank slope to be ½ horizontal to 1 vertical; top of embankment, 3 feet wide.

Canal—	
From the head of Janson creek to Dominion creek, 3·75 miles long; width, top 23 feet; bottom, 14 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 4,500 miner's inches, 6,985 cubic yards of earth excavation at 50 c. per cubic yard and 765 cubic yards of excavation of rock in place, frozen ground, loose rock, &c., at $1.25 per cubic yard, $4,450	16,687 50
Two waste weirs and waste gates at $240	480 00
Syphon No. 2—	
1,584 feet long; 4 feet diameter. Capacity, 4,472 miner's inches; weight, 136,496 lbs. at 8 c. per lb	10,919 68
One pressure box at $570	570 00
Canal—	
From Dominion Syphon, Gold Run creek, 8·05 miles long; width, top 17 feet; bottom, 12 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 4,000 miner's inches. Average, 7,722 cubic yards earth excavation at 50c. per cubic yard and 858 cubic yards excavation of rock in place, frozen ground, loose rock, &c., at $1,25 per cubic yard, $4,437 per mile	35,707 85
Eight waste weirs and waste gates at $220	1,760 00
Syphon No. 2—	
2,112 feet long; 3½ feet diameter. Capacity, 3,140 miner's inches; weight, 161,059 lbs. at 8c	12,884 72
One pressure box at $380	380 00
Canal—	
From Gold Run syphon to Sulphur creek, 3·30 miles long; width, top 16 feet; bottom, 10 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 3,000 miner's inches. Average, 6,255 cubic yards of earth excavation at 50c. per cubic yard and 695 cubic yards excavation of rock in place, frozen ground, and loose rock at $1.25 per cubic yard	13,186 00
Three waste weirs and waste gates at $160	480 00
Syphon No. 3—	
4,224 feet long; 3 feet diameter. Capacity, 2,268 miner's inches; weight, 259,572 lbs. at 8c	20,605 76
One pressure box at $260	260 00

Canal—	
From Sulphur creek to New Zealand creek, 26·50 miles long; width, top 14 feet; bottom, 8 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 2,000 miner's inches. Average, 5,625 cubic yards of earth excavation at 50c per cubic yard and 625 cubic yards excavation of rock in place, frozen ground and loose rock, &c., at $1.25—$3,693.75 per mile	95,234 37
Twenty-six waste weirs and waste gates at $110	2,860 00
Syphon No. 4—	
1,584 feet long; 2⅔ feet diameter. Capacity, 1,538 miner's inches; weight, 55,036 at 8¼c	4,540 46
One pressure box at $200	200 00
Canal—	
From New Zealand creek to Quartz creek, 9·05 miles long; width, top 9½ feet; bottom, 4 feet; depth, 5 feet; depth of water, 3 feet. Capacity, 1,500 miner's inches. Average, 5,040 cubic yards of earth excavation at 50c. per cubic yard and 540 cubic yards excavation of rock in place, frozen ground and loose rock at $1.25 per cubic yard, $3,175 per mile	28,733 75
Nine waste weirs and waste gates at $220	1,980 00
Syphon No. 5—Quartz creek—	
3,960 feet long; 2½ feet diameter. Capacity, 1,237 miner's inches; weight, 263,662 lbs. at 7½c	19,774 56
One pressure box at $505	505 00
Canal—	
From Syphon No. 1 to about creek claim No. 7 below Discovery Dominion—	
Nine miles long. Capacity, 1,200 miner's inches at $3,550 per mile	31,950 00
Nine waste weirs and waste gates at $60	540 00
Canal—	
From Syphon No. 2 to about creek claim No. 70, Gold Run creek, 4 miles long. Capacity, 1,200 miner's inches at $3,550 per mile	14,200 00
Four waste weirs and waste gates at $60	240 00
Canal—	
From Syphon No. 3, to about creek claim No. 7, below Discovery Sulphur creek: 11 miles long. Capacity, 1,200 miner's inches at $3,550 per mile	39,050 00
Ten waste weirs and waste gates at $60	600 00
Canal—	
From mouth of Gold Run and Sulphur creek to opposite mouth of Australia, to pick up water already used and to sell it over again, 7 miles long. Capacity, 2,000 miner's inches at $3,696 per mile	22,176 00
Six waste weirs and waste gates at $120	720 00

VI.

Cost of Maintenance of Water Conduits—By Bowie.

In the mining districts of California, ditches are constructed badly, with steep grades and on irregular lines with numerous sharp curves. The cross section, originally uniform, becomes more or less varied. They are built through steep slopes, in regions exposed to snow slides and wash-outs. The average cost of maintenance is about $500 per mile.

WATER CONDUITS IN ALASKA AND THE NORTH.

Locality.	Length of earth work.	Length of rock work.	Grade per mile.	Width. Top	Width. Bottom	Depth.	Miners' inches.	Greatest head.	Cost of construction per M.	Annual cost of maintenance per M.
Sunrise District.									$	$
Miller Creek	2 miles		18′				1,500	100		
Allan, B.C.										
Pine Creek	4½ "		8′	12	6	4	1,500	135	3,500	
"	5½ "		8′	9	4	3	1,000	162	3,000	
"	3 "		8′	7	4	3	700	350		
Spruce Creek	2,000′		5′	9	4	5	900	200		
"	1½ miles			7	4	2½	1,200	200	5,200	
Dawson District, Y.T.										
Miller Creek	9½ "		8′	8	3½	3¼	1,200			
"	8.6 "		8′	5½	2½	1¾	600			
Bonanza Creek	9,400′		13.7′	5	3	1¼	100			350
"	2 miles		7′	5	2	3	150	150		
"	8 "		8′	6	3	2			1,500	
Eldorado Creek	6 "		10′	8	4	3	120	120	3,000	
Hunker Creek	4 "			3	2	2	150	20	2,500	150
"	5½ "			3	2	1½	100	40	2,000	
Forty-mile District.										
Wade Creek	1 "		8″ to 9″				120			
"			2″ to 13″				200			
Birch Creek District.										
Deadwood Creek	750′						120			
"	3,000′		6″ to 8″				120	65	500	

Fairbanks District.										
Fairbanks Creek	900′			2	2	1	100		5,800	
"	3,000′		4″ to 5″	5	4	1½	150		6,000	500
Cleary Creek	500′		3′	3	2	1½	75		2,500	
"	1¼ miles		3′	3	2	1½	50		3,200	
"	1 "		3′	3	2	1½	50		2,000	
Nome District.										
Nome River	17 "		3.37′	11	8	3	1,000		2,000	300
"	26 "	5 miles	4.5′	14	10	3	2,000	360	3,000	300
"	5 "	1,800′	6.5′	11	8	3	2,000		2,300	
Basin Creek	2¼ "		10.0′	7½	4	2	250	275	1,500	
Glacier Creek	5 "		5.0′	4	3	1	115	25		
Dexter Creek				5	3	1	120			
Cripple River	4 miles		45.0′	8	6	1	775		2,500	
Council District.										
Ophir Creek	4 "	1 mile	4.0′	9	6	2	1,000	192	4,000	
"	13 "	5 miles	3.3′	16	10	3	3,300	200	6,000	
"	6 "		3.3′	8	5	2	600		3 000	300
"	1½ "		5.3′	9	6	2	150		5,330	
"	2½ "	400′	3.3′	9	6	3	1,500	100		

VII.

PRICE OF WATER PER MINER'S INCH.

Nome District—

'The Mioce Ditch Company' sells some of its water to the miners on Glacier, Anvil and Dexter creeks at the rates of $1 per miner's inch, under pressure, and at 50c. for water that has been once used.

The miner's inch used is equal to 1·2 cubic feet per minute. The above price reduced to the Klondike miner's inch or 1·5 cubic feet per minute is $1.25 and 62½c. per miner's inch.

California—

'The South Yuba Water Company' has a system of 500 miles of ditches.

The company, which has a strong competition from the Boy Power Company, charges 18c. per miner's inch per 24 hours.

It is considered by some of the officials of the Boy Power that any industry wishing to use water at that price for power purposes must obtain it under a 400-foot head to generate power as cheaply as the Boy Power Company can furnish electricity at one cent per K.W. per hour.—(A. J. Beaudette, mining engineer, Dawson.)

VIII.

DUTY OF A MINER'S INCH.

Is the quantity of material moved by 1 inch of water in 24 hours. It depends on quantity of water and pressure, character of material washed, height of bank, size and grade of sluice and kind of riffle.

In many mines the gravel may be easily broken down, but may be hard to carry down to and move through the sluice on account of too small amount of water from the pipe; of a light grade; disproportionate width of box or the use of obstructive riffles. In such a case if a bank head water is available, a larger amount of gravel will be carried to and through the sluices.

In California, according to 'Bowie' in the North Bloomfield mine, the duty varied from 3·86 to 4·8 cubic yards. At La Grange mines the duty was from 1·08 to 1·82 cubic yards, average 3·09 cubic yards per miner's inch. In both cases the riffle pavement was principally blocks.

The following is taken from 'Methods and costs of Gravel and Placer mining in Alaska' by Chester Wells Purington, says : Table 1. (Page 139) is instructive as showing the variation in duty of the miner's inch under the different governing conditions in the north. The duty of a miner's inch in the Klondike is large, estimated at 8 cubic yards in twenty-four hours in the operation described on page 137 with water under 130 foot head and grade of 12-inches to 12 feet in the sluice boxes, a variable amount of bank head water from 25 to 100 miner's inches being used. The high duty is accounted for by the fact that the material washed is well rounded, by the absence of large stones, heavy grade of sluices and the fact that block riffles are generally employed. It is stated by the Klondike operators that were the whole channel gravels unfrozen the duty of the inch would be twice as large. This is not impossible as the bench gravel presents most favourable characteristics for easy handling. In the following table the duty has been given in terms of the total amount of water used including bank monitor and elevator water. The low duties in Nome are accounted for principally by the fact that one-half to two-thirds of the water is generally diverted for use in the hydraulic tailings left and partly by the fact that the gravel is flat and rough.

TO HYDRAULIC CREEK CLAIMS.

Will it pay to hydraulic creek claims ? Many miners after reading 'Methods and costs of gravel and placer mining in Alaska,' by Mr. Purington, came to the conclusion that it would not pay to work creek claims by the hydraulic method and hydraulic lifts.

Mr. Purington takes a typical Alaska case, as follows :—

Assume a body of material which handled at the rate of 750 cubic yards per day can be worked out in six seasons, that the section consists of two yards of muck and of 1½ yards of gravel, which has a tenor of $3 per cubic yard. This material can be all handled by the hydraulic method at an expense of 50c. per cubic yard.

Actual working costs including superintending.

In order to make this hydraulic method available, a ditch carrying 1,000 miner's inches of water at lowest stage must be built at a cost of $100,000. Let this cost include the hydraulic equipment. Simple interest charged on the investment and maintenance of ditch and plant will amount to $90,000 additional.

Allowing nothing for purchase of property the five annual payments to amortize of plant fund will amount each to $38,000.

Allow 100 days each season actual working time, then the amount per cubic yard which must be added to cover payment to the sinking fund will be $0.542 per cubic yard, or a total of $1,042.

In the Klondike as in the Alaskan case, let us assume the material can be handled by the hydraulic method at an expense of 50c per cubic yard actual working cost, including superintendence. With the proposed water system, the miner to make this hydraulic method available has to put an hydraulic equipment on his claim at a cost of $4,000 to $8,000.

Assuming the duty of a miner's inch to be only ½ to a ⅓, with the hydraulic elevator, the miner will have to pay for water, at the rate of 15c per cubic yard. The five annual payments to amortization of plant fund will amount each to from $950 to $1,900, say $1,900. Allow 100 days each season actual working time. Then the amount per cubic yard which must be added to cover payment of sinking fund will be ·02½c. or a total of 67½c. per cubic yard, a difference in favour of the Klondike water system of 36½c. per cubic yard and on the cost of the plant $92,000.

A cheaper equipment to work creek claims would be to operate a scraper plant by means of a small Pelton water wheel. The sluice boxes or washing plant built to a height of 25 feet or 30 feet above the ground with the water wheel set on it, the ground from the sluices to be approached by a broad inclined platform.

With 100 miner's inches and 250 feet pressure the water motor will generate 60 horse-power and will handle a scraper plant of a capacity of 750 cubic yards per 24 hours.

The water from the water wheel to be used for sluicing.

The cost of water and power for such a plant would be $35 per 24 hours, or $0.0466c. per cubic yard besides the service of six men on a shift. This would be the cheapest and most economical plant to work individual creek mining claims. The total running expense of the plant including depreciation and interest on the plant, should not exceed $0.30c. per cubic yard.

Along Indian river from Sulphur creek to Quartz creek by the proposed water system, there is an available head of about 400 feet, and with 1,000 miner's inches would generate over 1,100 horse-power, sufficient to run five or six dredges. The cost of water per day, would be $350. This is the right kind of power for Indian and Klondike river valleys. As will be seen by the profile from Bear creek to the mouth of Bonanza creek there will be an available head of about 800 feet and cost of water with that head will be the same price paid by the Orila people for dredging, &c. From the South Yuba Water Company and from the Boy Water Company, that is to say, water at 35c. per miner's inch along those points could be furnished for electricity at 1c. per K.W. hours.

With the proposed water system the question of fuel would be settled.

X

MAIN CONDUIT.

DOUBLE SYPHON No. 1.—2,950 feet long, 4 feet diameter. Capacity, 1,096 miner's inches. Greatest depression, 377 feet. Total weight, 538,079 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal foot.	Total Weight.
				Lbs.	Lbs.
1,390	100	.088	0.93 $-\frac{3}{32}$	54.56	75,838
160	125	.100	0.109 $-\frac{1}{2}$	60.87	9,739
140	150	.120	0.125 $-\frac{1}{8}$	69.81	9,773
160	175	.144	0.148 -9	82.81	13,249
140	200	.174	0.18 -7	100.44	14,061
60	225	.196	0.203 -6	113.28	6,796
140	250	.218	0.2187-$\frac{7}{32}$	122.13	17,098
100	275	.240	0.25 $\frac{1}{4}$	139.54	13,554
130	300	.272	0.281 $-\frac{9}{32}$	157.08	20,420
80	325	.294	0.3 -1	167.58	13,406
150	350	.316	0.34 -0	169.82	28,473
300	375	.338	0.34 -0	189.82	56,946
					538,079

DOUBLE SYPHON No. 2.—13,200 feet long, 5 feet diameter. Greatest depression, 585 feet. Capacity, 15,600 miner's inches. Total weight, 5,263,342.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal foot.	Total Weight.
				Lbs.	Lbs.
600	100	.11	.12 -11	79.34	47,604
700	125	.1374	.134 -10	93.53	65,338
800	150	.1648	.165 -8	115.15	92,130
800	175	.1922	.203 -6	141.74	113,390
500	200	.22	.22 -5	153.52	76,760
450	225	.2474	.259 -3	185.47	83,461
750	250	.2748	.284 .2	198.25	148,687
1,800	275	.3022	.31 $-\frac{5}{16}$	218.11	392,598
450	300	.3300	.34 -0	237.28	106,776
650	325	.3574	.375 $-\frac{3}{8}$	261.81	170,176
400	350	.3848	.406 $-\frac{13}{32}$	283.49	113,556
600	375	.4112	.425 -000	296.14	177,684
200	400	.44	.454 -0000	316.89	63,378
100	425	.4674	.4687-$\frac{15}{32}$	327.26	32,726
100	450	.4948	.50 $-\frac{1}{2}$	349.01	34,901
100	475	.5222	.56 $-\frac{9}{16}$	392.70	39,270
150	500	.55	.56 $-\frac{9}{16}$	392.70	58,905
180	525	.5774	.62 $-\frac{5}{8}$	436.23	157,041
180	550	.6048	.625 $-\frac{5}{8}$	436.23	
240	575	.6322	.685 $-\frac{11}{16}$	475.53	470,774
750	600	.66	.685 $-\frac{11}{16}$	475.53	
					5,263,342

DOUBLE SYPHON No. 3.—43,830 feet long, 6 feet in diameter. Greatest depression, 472 feet. Capacity, 16,240 miner's inches. Total weight, 21,509,556 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
2,323	75	.099	.109–12	100.35	233,113
845	100	.132	.134–10	124.93	104,974
3,168	125	.164	.165–8	138.79	439,685
3,855	150	.198	.203–6	170.02	650,427
15,153	175	.232	.238–4	219.40	3,324,568
1,056	200	.2636	.284–2	238.02	251,349
1,056	225	.2960	.3–1	251.51	265,594
3,168	250	.3296	.34–0	284.88	901,075
7,233	275	.3626	.375–$\frac{3}{8}$	314.33	2,273,548
2,535	300	.3954	.4062–$\frac{13}{32}$	340.46	863,066
1,214	325	.4284	.437–$\frac{7}{16}$	366.37	444,773
739	350	.4614	.468–$\frac{15}{32}$	392.92	290,367
528	375	.4944	.50–$\frac{1}{2}$	419.05	221,258
580	400	.5272	.56–$\frac{9}{16}$	471.30	273,344
110	425	.5692	.56–$\frac{9}{16}$	471.30	51,843
307	450	.5932	.62–$\frac{5}{8}$	523.76	160,794
					21,509,556

DOUBLE SYPHON No. 4.—8,006 feet long, 5 feet diameter. Greatest depression 430 feet. Capacity, 15,322 miner's inches. Total weight, 5,587,652 lbs.

Length.	Head.	Computed thickness.	Nearest No. to B. G.	Weight per lineal ft.	Total Weight.
		Ins.			Lbs.
406	100	.11	.12–11	79.34	32,195
400	200	.22	.22–5	153.52	61,408
320	300	.33	.34–0	237.28	75,929
380	400	.44	.454–0000	316.89	120,418
900	450	.49	.50–$\frac{1}{2}$	349.01	314,109
740	475	.5222	.56–$\frac{9}{16}$	392.70	290,498
4,860	500	.55	.56–$\frac{9}{16}$	392.70	1,907,822
					5,604.758

DOUBLE SYPHON No. 5.—6,600 feet long, 5½ feet diameter. Greatest depression 202 feet. Capacity, 17,384 miner's inches. Total weight, 2,338,676 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
170	100	.121	.134–10	102.96	16,720
110	125	.151	.165–8	126.70	13,937
720	150	.181	.203–6	155.49	111,952
1,150	175	.211	.22–5	168.58	193,821
4,250	200	.242	.25–¼	191.86	815,405
6,600					2,338,676

PROPOSED DISTRIBUTION.

(On the Indian River Watershed.)

SYPHON No. 1.—DOMINION CREEK.—1,584 feet long, 4 feet diameter. Greatest depression, 227 feet. Capacity, 4,472 miner's inches. Total weight, 136,496 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
464	100	.087	.095–13	53.05	24,615
110	125	.109	.109–12	60.79	6,686
130	150	.131	.134–10	74.74	9,716
100	175	.153	.165–8	92.15	9,215
160	200	.176	. 18–7	100.16	16,025
620	225	.198	.203–6	113.29	70,239
					136,496

SYPHON No. 2.—GOLD RUN.—2,112 feet long, 3½ feet diameter. Greatest depression, 260. Capacity, 3,140 miner's inches. Total weight, 161,059 lbs.

Length.	Head.	Computed thickness.	Nearest No B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
612	125	.0806	.083–14	40.59	24,840
100	150	.1081	.109–12	53.30	5,330
140	175	.1256	.134–10	65.53	9,164
80	200	.1533	.165–8	80.65	6,452
100	221	.17	.18–7	88.00	8,800
330	250	.19	.203–6	99.28	33,762
750	275	.21	.22–5	107.59	80,692
					169,050

SYPHON No. 3 (Sulphur).—4,224 feet long, 3 feet diameter. Greatest depression, 285. Capacity, 2,268 miner's inches. Total weight, 259,572 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
824	125	.082	.083–14	36.64	30,191
180	150	.099	.109–12	45.50	8,140
140	175	.115	.12–11	50.20	7,028
180	200	.132	.134–10	56.00	10,080
150	225	.148	.148–9	61.83	9,274
150	250	.165	.165–8	70.05	10,507
700	275	.181	.203–6	84.78	59,346
1,900	300	.198	.203–6	84.78	161,006
					295,572

SYPHON No. 4 (New Zealand).—1,584 feet long, 2¾ feet diameter. Greatest depression, 161 feet. Total weight, 55,036 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
1,064	125	.0756	.03–14	34.00	36,176
520	150	.0907	.095–13	36.32	18,860
					55,036

SYPHON No. 5 (Quartz Creek).—3,960 feet long, 2½ feet diameter. Greatest depression, 430. Capacity, 1,237 miner's inches. Total weight, 263,662 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
660	150	.079	.083–14	29.92	19,747
100	175	.092	.095–13	33.15	3,315
150	200	.110	.12–11	41.88	6,287
100	225	.122	.134–10	46.73	4,673
100	250	.134	.134–10	46.73	4,673
130	275	.147	.148–9	51.41	6,683
120	300	.165	.165–8	57.59	6,904
100	325	.177	.18–7	62.66	6,256
140	350	.190	.203–6	70.35	9,849
140	375	.203	.203–6	70.35	9,849
170	400	.220	.22–5	76.85	13,062
2,050	425	.232	.238–4	84.08	172,364
					263,66 2

XII.

PROPOSED DISTRIBUTION ON THE KLONDIKE RIVER WATERSHED.

SYPHON No. 1 (Hunker Creek).—2,112 feet long, 5½ feet diameter. Greatest depression, 390 feet. Capacity, 10,680. Total weight, 526,894 lbs.

Length.	Head.	Computed. thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
290	75	.09071	.095–13	72.94	21,138
120	100	.0121	.12–11	92.12	11,034
100	125	.01512	.165–8	126.70	12,670
130	150	.01815	.20–6	155.59	20,226
100	175	.021181	.22–5	168.87	16,887
70	200	.0242	.259–3	198.66	13,906
100	225	.02722	.284–2	218.20	21,820
100	250	.30255	.30–1	230.16	25,316
80	275	.33281	.34–0	261.00	20,880
100	300	.363	.38–00	291.78	29,187
110	325	.39327	.40–⅛	311.92	34,312
110	350	.42354	.425–000	326.37	35,900
80	375	.45381	.454–0000	348.59	27,887
620	400	.484	.50–½	383.92	238,030
					526,893

SYPHON No. 2 (Gold Bottom Creek).—2,900 feet long, 5¼ feet diameter. Greatest depression, 422 feet. Capacity, 9,200 miner's inches. Total weight, 653,569 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
400	75	.0864	.095–13	69.26	27,704
140	100	.1155	.12–11	87.49	12,248
150	125	.1443	.148–9	107.87	16,180
130	150	.1731	.18–7	130.79	17,003
130	175	.2019	.203–6	147.92	19,229
150	200	.2310	.238–4	173.55	26,032
120	225	.2598	.259–3	188.88	22,665
140	250	.2886	.30–1	218.82	30,634
140	275	.3174	.34–0	247.86	34,700
130	300	.5465	.38–00	277.10	36,021
190	325	.3753	.38.00	277.10	52,649
220	350	.4041	.425–000	309.92	68,182
160	375	.4329	.437–$\frac{7}{16}$	318.94	51,030
700	400	.462	.468–$\frac{15}{32}$	341.85	239,292
					653,569

SYPHON No. 3 (Last Chance).—1,584 feet, 4¾ feet diameter. Greatest depression, 262 feet. Capacity, 7,200 miner's inches. Total weight, 207,226 lbs.

Length.	Head.	Computed. thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
364	75	.078	.087–14	54.53	19,652
120	100	.104	.109–12	71.63	8,595
100	125	.130	.134–10	88.23	8,823
100	150	.156	.156–$\frac{5}{32}$	102.71	10,271
100	175	.182	.187–$\frac{3}{16}$	123.24	12,324
100	200	.209	.218–$\frac{7}{32}$	143.91	14,391
90	225	.235	.238–4	156.61	14,095
110	250	.261	.281–$\frac{9}{32}$	185.09	20,360
500	275	.287	.300–1	197.47	98,735
					207,226

SYPHON No. 4 (Bear Creek).—1,848 feet long, 4¼ feet diameter. Greatest depression, 192 feet. Capacity, 5,280 miner's inches. Total weight, 141,255.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
998	100	.0935	.095–13	57.75	56,594
130	125	.1168	.12–11	70.42	9,154
120	150	.1401	.148–9	86.92	10,430
150	175	.1634	.165–8	96.84	14,526
450	200	.1870	.187–$\frac{3}{16}$	110.00	49,500
					140,204

SYPHON No. 5 (Eldorado).—2,112 feet long, 2½ feet diameter. Greatest depression, 260 feet. Capacity, 1,237 miner's inches. Total weight, 59,591 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
912	150	.0822	.083–14	28.92	4,627
150	175	.0959	.109–13	32.81	4,921
150	200	.11	.12–11	41.87	6,280
150	125	.1237	.134–10	46.71	7,006
210	150	.1375	.148–9	51.63	10,842
450	175	.1512	.165–8	57.59	25,915
					59,591

SYPHON No. 6 (French Gulch).—1,056 feet long, 2¼ feet diameter. Greatest depression, 126 feet. Capacity, 900 miner's inches. Total weight, 21,299 lbs.

Length.	Head.	Computed thickness.	Nearest No. B. G.	Weight per lineal ft.	Total Weight.
Ft.		Ins.			Lbs.
1,056	.....	.0605	.0605–16	.....	21,299

COMPARATIVE TABLE of Hydraulicking Operations in the Yukon Territory and in Alaska.

	Hydraulicking, no pumping of water.	Hydraulicking with use of hydraulic elevator.	Open cut; shovelling into sluice boxes, including stripping top dirt, no pumping.	Open cut, horse scraping.	Open cut, shovelling into cars wheeling to bucket, cable tram to sluice.	Open cut; shovelling into cars, track and incline to sluice.	Open cut, shovelling into buckets or skips skidding or tramming and derricking to sluice.	Open cut, shovelling into sluice, tailings by hydraulic lift.	Open cut, steam shovel excavating; track and incline to sluice.	Open cut; steam scraping, generally on stripping work or tailings.	Dredging.	Drifting partly frozen or thawed ground, requiring timbering.	Drifting and thawing solidly frozen ground little or no timbering.	Winter drifting and spring sluicing of dumps.	Mining or stripping over-burden by ground sluicing.	Hydraulicking by means of pumped water.	Booming with self-dumping water gate.
South Coast Province.																	
Number of operations considered	6	6	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Capacity cubic yards in 24 hours	833	350	54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thickness of deposit, feet	30.3	25	5.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thickness of gravel worked, feet	30.3	25	3.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost, b	$0.20	$0.31	$2.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Interior Province.																	
Number of operations considered	13	.....	20	.....	8	.....	.....	.....	6	6	.....	.....	7	.....	.....	4	.....
Capacity cubic yards in 24 hours	1,049	.....	63	105	162	450	233	184	800	92	1062	50	75	50	150	830	250
Thickness of deposit, feet	37.4	.....	8.6	20	17.5	14	15	8	22	15	35	60	26.4	26.4	9	33	7.5
Thickness of gravel, worked, feet	37.4	.....	3.5	c10	4.5	5	9	6	22	8.7	35	4	4.36	4.36	d9	33	c6
Cost, b	$0.238	.....	2.39	$0.60	$2.14	$2.43	$1.75	$1.25	$1.46	$0 49	$0.49	4	25.3	385.14	17	.65	.06
Seward Peninsula Province.																	
Number of operations considered	.....	4	10	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....
Capacity cubic yards in 24 hours	.....	658	145	200	.....	.....	550	.....	1000	.....	700	80	20	83	173	250	.....
Thickness of deposit, feet	.....	12	6.6	5	.....	.....	15	.....	30	.....	8	20	35	85	4	23	.....
Thickness of gravel worked, feet	.....	12	3.3	5	.....	.....	11	.....	27	.....	8	7	4	4.3	d4	23	.....
Cost, b	.....	$0.89	$1.87	$0.46	.....	.....	$0.91	.....	$0.52	.....	$0.43	$4.49	$3.66	$4.61	$0.10	$0.93	.....

A. Lost time, the price paid for mining property, and the cost of equipment other than that relating to actual mining (e.g.) railways, wagon roads, etc., are not taken into account and any estimates based on these figures must have due allowance for these expenses, otherwise costs here given will be found too low.

d. Dollars per cubic yard. c. Muck and top gravel. d. Muck or fine silt and ice, from 50% to 75%.

DAWSON, Y.T. January 31, 1906.

WILFRID THIBAUDEAU, Esq., M.E.,
Dawson, Y.T.

DEAR SIR,—As requested by you, I have prepared the following data as to mining conditions in the Klondike district, also a comparative statement showing the average cost of mining operations by the various methods in all parts of the placer fields.

Coarse gold was found first on the Fortymile river and its tributaries. A camp was established giving employment to about 200 men for the next ten years.

In 1896 George Cormac made a rich strike on Bonanza creek, a tributary of the Klondike river.

When the news of the find reached Fortymile, about 50 miles distant from Dawson, that camp was depopulated and every one stampeded to the new diggings.

Tales of the marvellous richness of the new strike soon reached the outside and in 1897, there was a rush of people from all parts of the world for the Klondike.

In the summer of 1898, the population of the Klondike was 35,000. Over 6,000 claims were staked and recorded on various tributaries of the Yukon, Klondike and Indian rivers within an area of 60 miles from Dawson.

Owing to the continuous frost in the ground, it had to be thawed by wood fires and prospecting work was necessarily slow.

The principal paying creeks in the vicinity of Dawson are : Bonanza, Eldorado, Hunker, Bear, Last Chance, Gold Bottom, All Gold, Dominion, Gold Run, Sulphur, and Quartz creeks; most of these creeks have been worked continuously since 1898.

Besides the creek valleys there are millions of cubic yards of gold-bearing gravels in the hillsides and bench claims that cannot be treated, until a large water system is installed.

Over 4,200 claims are held and represented by the owners this year; the representation work on each claim as imposed by the government costs $200 per year.

About 900 of these claims are in the creek valleys, the others are gulch claims, hillside claims and bench claims.

The creek claims are 500 feet along the valley of the stream by 2,000 feet wide. Hillside claims are 500 x 1,000 feet, bench claims are 500 x 1,000 feet.

The bench and hillside claims are mostly from 150 to 300 feet above the creek valleys, on benches or ancient channels.

379 of the richest creek claims are worked out as far as the individual miner is concerned. They would all pay a profit to work over by more economical methods as they still contain millions of dollars in gold values not saved by the primitive method by which they are worked. The following estimate of the output of the camp to date was reached after consulting the principal shippers of gold dust, the banks and the government officials :—

	Output.
1896	$ 300,000
1897	2,500,000
1898	8,000,000
1899	14,000,000
1900	23,000,000
1901	18,000,000
1902	12,500,000
1903	10,625,000
1904	9,413,000
1905	7,160,000
Total	$105,498,000

The above figures are computed at $15 an ounce, the rate at which the government collects a royalty of two and a half per cent on the gross output.

1,915 assays from creeks, gulch, hillside space and bench claims in the district, gives $16.53 per ounce (or 800 fine) as the average of the gold. At these figures the total output to date, namely, 7,033,200 ozs., or 241·13 tons would amount to $116,-258,896.

The following list gives locations of the various hills containing gold-bearing gravels at present being mined at a profit. The average depth to bed rock is also given for each hill :—

Creek.	Hill.	Depth.	Location.
		Feet.	
Eldorado	Ora Grande	30	Opposite No. 31 to 37 R. L.
	French Hill	50	" 13 to 17 L. L.
	Gold Hill	85	" 0 to 5 L. L.
Bonanza	Bunker	35	" 16 to 21 R .L., above discovery.
	Gold Hill	85	" 2a to 6 L. L.
	Skookum	40	" 1 to 2a L. L.
	Cheechake	90	" 1 above discovery to 6 below L. L.
	Adams	85	" 6 to 13 L. L.
	Magnet	90	" 13 to 17 L. L.
	American	100	" 17 to 19 L. L.
	Ora Fino	100	" 19 to 25 L. L.
	Monte Cristo	100	" 25 to 28 L. L.
	King Solomon	100	" 28 to 36 L. L.
	Boulder	60	" 36 to 43 L. L.
	49 Group	50	" 49 below L. L.
	Sour Dough	40	" 69 to 72 L. L.
	Concession Hill	60	" 75 to 80 R. L.
	Trail Gulch Hill	125	" 80 to 84 R. L.
	Lovett Gulch	125	" 84 to 87 R. L.
Hunker	Burke's	20	" 3 to 6 below R. L.
	Whiskey	22	" 6 to 13 below R. L.
	Delhi	23	" 23 to 29 below L. L.
	Temperance	24	" 29 to 35 below L. L.
	Brener's	25	" 35 to 47 below R. L.
	Preachers Hill	50	" 50 to 60 below L. L.
	McAllister's	30	" 38 to 40 below L. L.
	Paradise	60	" 60 to 80 below L. L.
	Prideaux	60	" 80 below to Last Chance L. L.
	Dago hill	80	" Last Chance to Henry Gulch. L. L.
	Chambers	120	" Hattie Gulch to mouth Hunker R. L.
	Envoldsen	80	" Henry Gulch to mouth Hunker L. L.
Last Chance Creek	Treasure	30	" 10 to 15 above L. L.
	Holland's	25	" 6 to 10 above L. L
	Sheriff	20	" Discovery to 5 above L. L.
	Australian	40	" 8 above mouth to discovery, L L.
	Dago	80	" 1 to 8 above mouth, L. L.
	Prideau	60	" 1 to 8 above mouth R. L.
All Gold	McConaghy	50	" 50 above
	Everett	50	" 80

The following estimate of cubic yards of gold-bearing gravels in the creek valleys and hills are compiled from a personal knowledge of the various localities and information received from mining operators. No survey of the quantities have been made. The average depth of gravel in the various creeks is 15 feet. The depth to bed rock as given below includes the over-burden of muck :—

Creek.	Average depth to bedrock.	Estimated cubic yards.
	Feet.	
Eldorado	21	5,185,000
Bonanza	19	19,200,000
Hunker	24	15,645,000
Bear	28	733,000
Last Chance	18	1,352,000
Gold Bottom	17	3,125,000
Dominion	26	46,500,000
Gold Run	36	15,515,000
Sulphur	32	11,125,000
Quartz	24	4,400,000
All Gold	19	3,300,000
Total cubic yards in creek valleys (Klondike valley and Indian river valley not included)		126,080,000

The following is an estimate of the total cubic yards contained in various hills :—

Creek.	Cubic yards.	Cubic yards.
Eldorado	7,790,000	
Bonanza	160,000,000	
Hunker	77,120,000	
Last Chance	11,000,000	
Bear	25,000,000	
All Gold	12,000,000	
Quartz	9,000,000	
		301,910,000
Total		427,990,000

(The hills along the Klondike river not included.)

I would estimate the value of gold-bearing gravels in the creek valleys at 50c. a cubic yard and the hills at 30c. a cubic yard. This would indicate the following gold values still remaining in the Klondike gravels :—

Creek valleys, 126,080,000 yards at 50 cents	$ 63,040,000
Hills, 301,910,000 yards at 30 cents	90,574,000
Estimated total values	$ 153,614,000

The values obtained from hydraulic work on the various hills on Bonanza creek last season average 55c. per cubic yard. On Hunker creek the average values obtained were 48c. per cubic yard.

Tailing deposits from old workings on all the creeks have in many cases been sluiced at a profit by hand-labour at a cost of $1.80 per cubic yard. A great many so-called worked-out claims contain rich pockets in pillars of solid ground left by the old operators. The primitive methods of working ground in 1897 and 1898 by thawing by wood fires and hoisting by hand windlass gave way to the steam thawer and steam hoist with a contrivance attached to the cables by which the buckets are self-dumped.

There are also 16 steam shovels, 4 dredgers and about 26 hydraulic plants being operated in the district.

The methods of working creek claims are open cut and drifting. In open cutwork the ground is stripped from the surface to bed rock; the top stratum of muck is ground sluiced off with water; the top gravel is removed by steam scraper or horse scraper, leaving the pay-streak exposed; the pay-streak is from about two and a half feet above bed rock in the gravel to a depth of two or three feet in bed rock. The pay dirt is hoisted by steam hoist and carried by self-dumping buckets to the sluice

boxes. This method is used only from about June 1 to September 20, and, as a rule, is not an economical method if bed rock be at a greater depth than 14 feet.

The drifting method is used winter and summer ; a steam plant is installed on the claim to be drifted, steam is carried in a pipe line to a three-quarter inch hydraulic pipe about 16 feet long which is called the steam point; it is driven in the ground where the shaft is to be sunk to bed rock—20 hours steaming with about 8 horse-power will thaw a circular shaft 5 x 18 feet; the dirt is left standing about 10 hours and then removed; process is repeated until bed rock is reached. Tunnels are now run from the shaft to determine the width of the pay-streak that can be profitably worked. The points are started in the face of the drift with hot water; the average length of a steam point for 25 horse-power plant is 7 feet. After the point is driven to its full length in the gravel steam is turned on; 1½ horse-power is used for each point; 12 points are generally used with small plants. After steaming 10 hours the dirt is undisturbed for 24 hours. The hot dirt increasing the space thawed; each point will have an efficiency of 4 cubic yards of thawed dirt.

Another method of thawing is by using a pulsometer or force pump. This method is quite common on Quartz, Gold Run and Dominion creeks. A sump or well is dug in the bed rock or floor of the drift; by heating the water in this well and pumping through a hose and nozzle and hydraulicking the face of the frozen gravel the ground is readily thawed. A 30 horse-power plant will thaw a hundred and fifty yards in ten hours, by this method.

A pump can only be used where the bed rock is soft otherwise the gold would be carried in the crevices of bed rock by the water. The advantage of hot water system of thawing over the steam points is the fact that the face can be thawed to any depth required in using the steam pump; the escaping steam from the points very often thaws the waste gravel from the roof of the drift above the pay streak and as the dirt has to be handled when thawed it entails unnecessary expense. By using the pump for thawing the waste gravel is not so apt to thaw.

The total cost of machinery installed in the camp in the past eight years is approximately $4,000,000. The fuel consumption to date is approximately $5,500,000. The average cost of fuel in short cords is $13 a cord.

A 50 horse-power plant, including hoist, carrier, cables, pumps and tools, costs about $5,000 to install. The capacity of such a plant would be maximum 150 cubic yards per day. The average plant in use is 25 horse-power.

The following is a comparative statement of cost of operating in the district by the various methods in vogue.

When the ground can be drifted it is not considered advisable to open cut at a greater depth than 14 feet to bed rock. Ground is very seldom open cut at a greater depth than 20 feet and not even at that depth unless the ground is thawed; if the ground be thawed, drifting cannot be done unless the roof of the drift be heavily timbered; this makes drifting not only expensive, but dangerous and thus it is that even at a depth of 20 feet the open cut method may be more economical than the drifting process.

COST OF OPEN CUT METHOD.

Ground sluicing top muck or silt, as follows :—

	Cents.
Hunker creek, average per cubic yard	10
Bonanza creek, average per cubic yard	9
Dominion creek, average per cubic yard	7 to 12

Scraping by steam or with horses—

	With steam.
Hunker, average per cubic yard, 45 with horse	30
Bonanza, average per cubic yard, 55 with horse	32
Eldorado, average per cubic yard	30
Dominion, average per cubic yard, 50 with horse	28

Pumping sluice head per 10 hours—

Hunker, 30 feet high, cost $30; 16 feet, $18.
Bonanza, 22 feet high, cost $28.
Eldorado, 25 feet high, cost $32.
Dominion, 25 feet high, cost $24.
Dominion, with coal oil engine, 30 feet, cost $15.

Steam thawing, using 12 feet points costs about 24c. per cubic yard. The efficiency of the steam point in open cut work is greater than drifting owing to the assistance of the heat of the sun.

Total cost of mining per square foot of bed rock, including pumping.

Hunker, average depth 18 feet, cost	$ 1 00
Bonanza, average depth, 18 feet, cost	1 10
Eldorado, average depth 16 feet, cost	0 95
Dominion, average depth 17 feet, cost	0 90

The average size of the plant used in open cut work is 40 horse-power, the average capacity of such plant for 10 hours is 80 cubic yards. Open cut work is generally carried on with a night and day shift. The number of men employed on each shift being as follows :—

One foreman, 1 engineer, 1 fireman, 8 shovellers, 1 dump-box man. The average rate of wages is as follows:—Foreman, $200 per month and board; engineer, $180 per month and board; fireman, 50c. per hour and board; shovellers, 45c. per hour and board. The average cost of board per man to the operator is $1.65 per day. Cooks per wages are $100 per month and board. The foregoing prices of operating do not include any allowance for depreciation of plant.

DRIFTING METHOD.

The average cost of sinking a shaft 4 x 5 x 20 feet deep without timbers is $2.50 per foot. When timbers are used the cost is increased by about $3 a foot. The cost of drifting, thawing with steam and hoisting by hand, windlass 28 feet to bed rock, is $2.15 per cubic yard, including the sluicing the pay dirt.

The average cost of drifting with the use of steam points and steam hoist, with self-dumping buckets and pumping, seepage water, is as follows :—

Hunker creek, cost per cubic yard	$ 1 35 to $1 95
Bonanza creek, cost per cubic yard	1 85
Eldorado, cost per cubic yard	1 90
Dominion, cost per cubic yard	1 55 to 2 15
Sulphur	

Cost of mining per square foot of bed rock pumping ordinary seepage water, thawing with points or pumps, using steam hoist and self-dumper—

	Cents.
Hunker creek, average per square foot	28 to 60
Bonanza creek, average per square foot	55
Eldorado, average per square foot	52
Dominion creek, average per square foot	30 to 60
Sulphur, average per square foot	36 to 50
Gold Run, average per square foot (thawing with pump)	50
Lower Dominion, average per square foot (thawing with pump)	50
Quartz, average per square foot (thawing with pump)	55

The above minimum cost of 28c. per square foot of bedrock on Hunker creek is obtained on 54 below discovery by using steam points 20 feet long. The dirt was al-

lowed to remain 72 hours undisturbed, the face of the drift being 350 feet; the plant used being 100 horse-power with a capacity of 150 yards in 10 hours, there being 12 shovellers in the drift.

Cost of drifting thawed ground on Lovett gulch hill including timbering tunnels or runways and working in chambers or sections, wheeling the dirt in cars on steel, rails 800 feet to sluice and sluicing with gravity water, cost $2.16 per cubic yard.

The tunnels are started from the rimrock of the hillside, the drifts are dry as seepage waters are easily drained through the tunnels without pumping, no steam is used at all.

The extra cost of sluicing the winter dump is about 30c. per cubic yard, the rate of wages in winter is about 25 per cent less than in summer. The foregoing rates for operating expenses do not include cost of tools, or depreciation in plant account.

DREDGING.

There are at present, 4 dredges and 6 shovels in the district. The Lewis River Dredging Company have for the past three years been operating a 3 feet Risdon dredge on Discovery group, Bonanza creek. This group of claims had been previously worked by the ordinary placer methods. The company are apparently satisfied with the results. The cost of the machine installed being about $100,000.

The capacity is 500 cubic yards in 24 hours. The cost of working the ground is about 60c per cubic yard. The ground has to be thawed with steam. The Canadian Dredging Company are operating a 2½ foot Risdon dredge on 89 below Discovery, Bonanza creek. This dredge has a capacity of about 200 cubic yards per day, cost of installation was $35,000. Cost of dredging this claim which is thawed being about 25c. per cubic yard. The Ogilvie dredge did not operate last season it is a prospecting dredge with a capacity of about 200 cubic yards a day. The Canadian Klondike Company have a 7-foot Marion dredge at the mouth of Bear creek, on the Klondike river, working the Boyle concession. The capacity of this machine is 2,000 cubic yards in 24 hours. The gravel is not frozen. The dredge is supplied with electric power from the company's steam-power station, the cost per cubic yard for operating being about 16c. The total cost of installation, the power station and dredge was about $230,000. The power station has a capacity of 600 horse-power.

The Klondike Basin Gold Mining Company have just installed a 5-foot dredge, built by Allison and Chalmers Company, of Chicago. The dredge has a capacity of 2,500 cubic yards in 24 hours. Installation of this machine cost $130,000. They will operate the group of claims near the mouth of the Klondike river next summer.

CHURN DRILLS.

There are several of these drills used for prospecting creek gravel in this district. A machine with a 6-inch core costs about $3,700 in Dawson. The method of prospecting with the drill is found satisfactory and economical in testing ground for dredging. The cost of prospecting by this method is from $1 to $1.50 per foot at a depth of 25 feet; frozen ground costs about 25c. per foot extra. The results found by this method of prospecting are fairly accurate.

HYDRAULIC METHOD.

Very little hydraulic work was done in the camp previous to 1903. Prior to that year a few attempts were made to hydraulic by installing expensive pumping plants in the creek valleys to put water on the benches. This method was not successful although the possibilities of hydraulicking with a cheaper water supply were quite apparent. The prevailing impression that it would be impossible to hydraulic frozen gravels was proven erroneous. By exposing a face of several feet of gravel bank to the sun it will thaw readily; the giants are so arranged that the water can be turned on

the gravel bank for a few hours then moved to another portion of the face leaving the frozen portion exposed to the sun.

There are 26 hydraulic plants in the district, two of them pumping water from the creeks, the others using gravity water with ditches from the gulches and creeks.

The local supply of water for hydraulic use is rather unsatisfactory, leaving the operator at the mercy of the weather. The average run last season on Eldorado and Bonanza creek was 50 days on Hunker creek about 52 days. Last season, however, was exceptionally dry.

THE AVERAGE COST OF HYDRAULICKING IS AS FOLLOWS :

Creek.	Miner's inches.	Head pressure.	Depth Gravel.	Duty per Miner's inch.	Cost per cubic Yard.
			Feet.	Yards.	Cents.
Eldorado	200	106	50	5	20
Bonanza	350	146	35	5½	21
Bonanza	200	160	20	6½	14
Bonanza	270	150	30	7	20
Hunker	100	50	20	6	14½
Hunker	100	59	22	6½	17
Hunker	150	70	24	6	18

MINER'S INCH.

A miner's inch of water is legally defined in the Yukon as half the quantity that will pass through an orifice 2 inches high by 1 inch wide with a constant head pressure of 7-inch pressure above the upper side of the orifice; it is equivalent to 15 cubic feet of water per minute or 9 gallons per minute.

A sluice head of water consists of 50 miner's inches.

130 miles of ditches have been constructed in the district to supply water to hydraulic plants at a total cost of over a quarter of a million dollars. The investment of so much capital for water that can only be used about 75 days in the season on the high hills proves conclusively that the bench gravels are extremely rich; with a permanent water supply from the Klondike river, the season of hydraulicking would be about 150 days.

DUTY OF A MINER'S INCH.

The average duty of a miner's inch would be greater with a permanent water supply than at present for the reason that the gravel banks would disintegrate more readily in July and August when the heat from the sun is stronger than in May, June and September the months when most of the hydraulic work with gravity water is done at present. This has been proven by the operations carried on by the two pumping plants working on Bonanza and Hunker creeks.

Little or no hydraulicking can now be done in July or August with gravity water; these are the dry months.

The Pacific Coast Mining Company have installed a $120,000 pumping plant on Bonanza creek to work their group of claims on Cheehako hill. The cost of pumping water is given by the manager, as follows :—

Labour, one month, $2,200 ; fuel, $2,600 ; supplies, &c., $600 ; figuring 25 running days per month, number of gallons pumped (3,000 or 270 miner's inches); cost per day for pumping, $216; cost per day for hydraulic, &c., $200; cost for handling one cubic yard, about 20c; cubic yards washed per day, 2,160. The efficiency of a miner's inch of water from the middle of June to the 1st of September being 8 cubic yards.

Alex. McDonald has installed a $100,000 pumping plant on Hunker creek to work his properties on Dago hill. Pumping 130 miner's inches of water to an elevation of 360 feet using 160 horse-power boilers with fuel at $12 per cord costs $122 in 24 hours. Using three giants with a head pressure of 80 feet working against a bank 30 feet high it costs about 20c. per cubic yard to move the material. These figures do not include any allowance for depreciation of plant.

The Electric Light Company of Dawson are pumping water from Bonanza creek using electric power to an elevation of 350 feet and selling the same to the miners on Lovett hill at $7.50 per hour for each sluice head.

The following operators are working with hydraulic plants in the Klondike district : Otto Brener & Co., French hill, Eldorado creek; White Channel Co., Gold hill, Bonanza creek. A. Fassbender, Skookum hill, Bonanza; Pacific Coast Mining Co., Cheechako hill, Bonanza; Bonanza Creek Mining Co., Adams hill, Bonanza; Anglo Klondike Mining Co., King Solomon hill Bonanza; Boulder Hill Group, Boulder hill, Bonanza; 49 Group, 4 (Hill, Bonanza); Bronson & Ray Concession Co., Sour Dough hill, Bonanza. J. B. Tyrrell, Sour Dough hill, Bonanza; Norwood-Fuller Co., American hill, Bonanza; Norwood-Fuller Co., Bunker hill, Bonanza; Burke Bros., Burke's hill, Hunker creek; Alaska Commercial Co., Whiskey hill, Hunker; Delhi, Rice & Peterson, Delhi hill, Hunker; Edwell, Roessel & Murray, Temperance hill, Hunker; August Larson, Temperance hill, Hunker; Godfred and Company, Temperance hill, Hunker creek; C. Curtis, Temperance hill, Hunker; McAllister & Co., Temperance hill, Hunker; Detroit Yukon Company, Brener's hill, Hunker; Elliot & Jensen, Paradise hill, Hunker; Redmond Bros., Paradise hill, Hunker; John S. Ray, Prideau hill. Last Chance; Charles Dolan, Treasure hill, Last Chance; Alex. McDonald, Dago hill, Hunker; Parks & Co., Concession hill, Klondike river; McConaghy & Co., McConaghy hill, All Gold.

The following table will give the approximate cost of conduits constructed :—

Creek.	Length in Miles.	Top.	Bottom.	Depth.	Capacity Miners' Inches.	Cost per Mile to Construct.	Size of Flume.	Cost per Lineal foot, Complete.	Size of Syphon.	Cost per Lineal feet, Complete.	Earth and Slide Rock.
						$		$		$	
Eldorado	7½	7	3	3	1,000	2,500 00	48″ x 24″	1 50	24″ x 18″	4 50	.....
Bonanza	6	7	4	2	1,000	3,989 00	45″ x 30″	1 30	26″ x 24″	.....	
Bonanza	7½	7	3	2	1,000	4,500 00	40″ x 24″	.....	.....	.....	.....
Hunker	6	5	2	.....	350	800 00	.....	.....	.....	.....	.....
Hunker	6	7	2½	3	500	1,600 00	.....	.....	.....	.....	.....
Gold Bottom	4	5	3	2	350	1,100 00	.....	.....	.....	.....	.....

The price per cubic yard of ditch construction varies under different conditions. The cost where earth was mixed with slide rock was 80c. per cubic yard. The least conditions being favourable was 14c. per cubic yard. The average cost being about 30c. per cubic yard.

Lumber costs $40 per thousand in Dawson if bought in large quantities. Cost of working ground has been very much reduced in the Klondike district in the past five years. The following figures will show it is possibe to work ground at a profit that would not pay to handle in 1901. A comparison of prices show a reduction, as follows: hardware and fittings, 43 per cent; groceries and supplies, 44 per cent; horse feed, 45 per cent; machinery, 50 per cent; freight rates from Dawson to the creeks, 80 per cent; wages, 20 per cent.

The present charge for freighting per ton from Dawson to the creeks is as follows : To Gold Bottom and vicinity, 20 miles, summer, $15; winter, $12.50.

	Summer rate.	Winter rate.
To Caribou, 36 miles	$ 25	$ 20
To Granville, 60 miles	50	30
To Sulphur discovery, 60 miles	40	30
To Bonanza, 12 miles	15	10
To Eldorado, 16 miles	20	15
Quartz, 30 miles	40	30

The freight rates from Whitehorse to Dawson over the winter trail, 385 miles, is $300 per ton.

The charge from Pacific coast cities for freighting, Vancouver, Victoria, Seattle, and other Puget Sound cities, by the White pass railway in 100-lb. lots for an ocean haul of 1,000 miles, a rail haul of 112 miles and river haul of 450 miles, is as follows:—

	Class A.	Class B.	Class C.
Under 20,000 lbs. L.C.L.	$ 3 25	$ 4 00	$ 4 75
20,000 lbs. and over, car load lots	3 00	3 50	4 25

Exceptions to classifications—

Lumber, rough ½, Class A.
Lumber, dressed ½, Class C.
Laths and shingles ½, Class B.

The White Pass tariff in 1902, was as follows :—

	Class A.	Class B.	Class C.
Under 20,000 lbs., less car load lots	$ 4 00	$ 4 50	$ 5 50
20,000 lbs. and over	3 75	4 25	5 00

The average cost per ton from Vancouver to Dawson on groceries last season was $63.75, average cost on hardware, $63, special rates were made for heavy machinery over 50-ton lots at $45 a ton. The foregoing tables show the freight rates prevailing in the Yukon. To merchants and shippers elsewhere they will seem very high, most Yukoners claim that they are much too high. Without a knowledge of transportation and a study of the facts of the case it is difficult to say to what degree they are excessive. Certain it is, however, that a reduction in the freight and transportation rates would be a great boon to the merchants, the mining companies and the individual miner and would very much increase the prosperity of the territory.

PERMANENT WATER SYSTEM.

The future of this camp depends almost entirely on the installation of a water system to supply water to the bench and hillside claims continuously during the summer season.

There are over 1,000 bench claims as yet unworked being held by the owners for such a water system to be built.

If water is not supplied to the bench claims within three years it is natural to expect that the miners will leave for new gold fields as the creek claims will by that time have been worked out excepting possibly lower Dominion creek.

The ground will then probably be acquired by large companies, these companies will work a few hundred men in the summer season. This will mean the loss of a market of 5,000 people to Canadian commerce as Yukon's only product is gold, the necessaries of life have to be imported.

The output of gold this year was over $7,000,000, it is possible next year it will decrease to less than $5,000,000 as the richest creek claims are being worked out.

Hoping that this information will be useful to you in connection with the report you are preparing on the water system for the Dominion government.

I remain,
Yours sincerely,

(Sgd.) JOHN A. McDOUGAL.

APPENDIX No. 43 TO THE REPORT OF THE SURVEYOR GENERAL.

Examination Papers of the Board of Examiners for Dominion Land Surveyors.

FULL EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

February 13th to 16th, 1906.

XXVII.

PENMANSHIP AND ORTHOGRAPHY.

Correct the following :

Ottawa clames to be a grate sity, becaus it is the fedaral capitol of the grate domineon of Canada. The cite was formelly ocupied by injuns, who romed thru would and dail, hunting bare, beever, martin, minx, and dear, until driven away by kaucassian race. It is difficult to form any concepsion how diferant evverything was then from the pressant time.

The eastern provvinces of the domineon are called the maratime provinces ; manitoba is called the paririe provvinces ; and ontario the bannar provvince.

Orratery has gone out off voag in parlament thease days

It is ilusury to immagin that coershun is compattable with demmocratic or reppersentative goverment.

Some peeple shew a diffect in pernuntiasun by illision of one or too leters in a word.

Australea is now a comonwelth. Amongst the fawna we find the emmoo, the cangaru, the deengo and the kasowayrie.

The object of irigasion is to to utelise the watter of streems, rivvers and cricks by first impounding it in resservors and then leeding it by cannals and dittches to the lands that are to be wattered for the benifit of aggericultshure and farm prodducts in general.

Enny atempt at a filosoficle erangment, under kattegorys, of the wurds of our langwidge, must reveel the fact that it is imposibel to seperet and surcumscribe the sevvarel groops by absollutly distinkt boundry lines. Their will allwis be phownd to egzist, betwean the wurds in won groop and thoes in annuther, a varriety of mewtule Menny wurds, orrigenelly usd to express simpel konsepshuns, are fownd to bee kaypabel with afinnitys, coresponding with simmiler relayshuns among the ideares exprest. perhapps a very slyte moddyphicayshon of meening, of beeing aplide in menny varid asosiashons.

SESSIONAL PAPER No. 25b

ARITHMETIC AND LOGARITHMS.

(Time, 3 hours.)

Marks.

1. Interest at 8 % per annum, payable quarterly, is equal to what rate per cent when paid annually? 11

2. The compound interest on a sum of money, for four years, reckoned yearly, is $\frac{34481}{160000}$ of the sum. Find the rate. 11

3. The numerator of a certain fraction is a fifth as much again as the denominator and the sum of the numerator and denominator is 352. Find the fraction. 11

4. Give and prove rule for recurring decimals. 11

5. Simplify $\left\{ 2\frac{3}{4} + \frac{5}{2}\left(7 \div 3\frac{4}{5}\right) - 1\frac{2}{3} \div 2\frac{1}{2} \right\} \div 1\frac{77}{128}$. 11

6. Give result in vulgar fractions of

$$(1\cdot 30\dot{7} \times \cdot 56\dot{0} \times \cdot 3\dot{4}) \div (\cdot 9\dot{1} \times \cdot 0\dot{9} \times 4\cdot 1\dot{2}).$$ 11

7. Find value of

$$(82)^{\frac{1}{2}}\ (\cdot 13)^{-3}\ (1\cdot 07)^{7}\ (3\cdot 5\dot{2})^{\frac{1}{5}} \div (2\cdot 17)^{-5}\ (6\cdot 72)^{\frac{1}{6}}.$$ 11

8. Find the numerical value of Tan A + Sec. B + Cos C when $A = 92^\circ\ 17'\ 10''$, $B = 111^\circ\ 15'\ 20''$, $C = 18^\circ\ 40'\ 30''$. 11

9. The logarithmic cosine of an angle is $9\cdot 3520781\ n$
" tangent " $0\cdot 8156720\ n$
" sine " $9\cdot 8567205$
Find the angles. 12

ALGEBRA.

(Time, 3 hours.)

Marks.

1. Find the G. C. M. of $x^4 - 10x^2 + 9$, $x^4 + 10x^3 + 20x^2 - 10x - 21$ and $x^4 + 4x^3 - 22x^2 - 4x + 21$. 11

2. Find the L. C. M. of $6(a^3 - b^3)(a-b)^3$, $9(a^4 - b^4)(a-b)^2$ and $12(a^2 - b^2)^3$. 11

3. At what time between one and two o'clock is the long hand exactly one minute in advance of the short hand? 11

4. Solve $2x + 3y + 4z = 16$, $3x + 2y - 5z = 8$, $5x - 6y + 3z = 6$. 11

5. Find that number whose square added to its cube is nine times the next higher number. 11

6. Solve $x^3 + y^3 + z^3 = x^2 + y^3 + z^2 = x + y + z = 1$. 11

7. The product of four consecutive numbers is 5040. Find them, and show algebraic process. 11

8. Solve $2\left(x^{\frac{1}{n}} + x^{-\frac{1}{n}}\right) = 5$. 11

9. Simplify $\cfrac{a}{b + \cfrac{c}{d + \cfrac{e}{f}}}$ 12

PLANE GEOMETRY.

(Time, 3 hours.)

Marks.

1. Describe a circle about a given triangle. 12
2. Find a mean proportional between two given straight lines. 12
3. Construct a triangle equal to a given rectilineal figure 12
4. Prove geometrically $(a+b)^2+(a-b)^2=2\ (a^2+b^2)$. 12
5. Describe a circle passing through a given point and touching a given circle at a given point. 13
6. Divide a circle into two segments so that the angle contained in the one shall be equal to twice the angle contained in the other. 13
7. From a given finite straight line to cut off any aliquot part required. 13
8. Find the point the sum of whose distances from the four angular points of a convex quadrilateral is a minimum. 13

PLANE GEOMETRY.

(Time, 3 hours.)

Marks.

9. To find the side of a square equal to a given rectangle. 14
10. Prove geometrically that in any triangle
$$a^2=b^2+c^2-2bc\ \text{Cos}\ A.$$ 14
11. Show that similar figures are to each other in the duplicate ratio of their homologous sides. 14
12. Find the locus of the apex of the triangles having a common base and whose sides about the apex have a constant ratio. 14
13. Inscribe a regular hexagon in a given circle. 14
14. Show that the four straight lines bisecting the angles of any quadrilateral form a quadrilateral which can be inscribed in a circle. 15
15. Describe a circle to touch a given straight line, and pass through two given points. 15

PLANE TRIGONOMETRY.

(Time, 3 Hours.)

Marks.

1. Prove $\tan B=\dfrac{\sin 2B-\sin B}{1-\cos B+\cos 2B}$ 12
2. Prove $2\cos\dfrac{\pi}{8}=\sqrt{2+\sqrt{2}}$ 12
3. Deduce $\sin^2\frac{1}{2}A=\dfrac{(s-b)\ (s-c)}{bc}$ 12
4. If $A+B+C=180°$, show that $\tan A+\tan B+\tan C=\tan A\ \tan B\tan C$. 12
5. Show that area of a triangle $=\sqrt{s\ (s-a)\ (s-b)\ (s-c)}$. 13
6. Given $a=10$, $b=12$, $c=14$; find the angles. 13
7. Given $a=62.4$, $b=23.5$ and $C=110°\ 32'$; find c. 13
8. What is the diameter of the circle circumscribing the triangle with sides 5, 12 and 13 respectively? 13

SESSIONAL PAPER No. 25b

SPHERICAL TRIGOMETRY.

(*Time, 3 Hours*)

Marks.

1. Deduce the formula Cos a = Cos b Cos c + Sin b Sin c Cos A. 16

2. Show that $\tan^2 \frac{1}{2} a = \frac{-\cos S \cos (S - A)}{\cos (S - B) \cos (S - C)}$ 16

3. Deduce $\frac{\text{Sin } \frac{1}{2} (A + B)}{\text{Sin } \frac{1}{2} (A - B)} = \frac{\tan \frac{1}{2} c}{\tan \frac{1}{2} (a - b)}$ 17

4. Given $c = 140°$, $a = 20°$, $C = 90°$, solve the triangle. 17

5. Given $b = 99°\ 40'\ 48''$, $c = 100°\ 49'\ 30''$, $A = 65°\ 33'\ 10''$; find a. 17

6. Given $a = 100°$, $b = 50°$, $c = 60°$; find A. 17

MENSURATION OF SUPERFICIES.

(*Time, 3 Hours.*)

Marks.

1. The sides of a field are 10.36, 12.42, 14.82 chains, what is the area? 14

2. What would be the diameter of the circle to contain the above area? 14

3. If the river of a drainage basin of 15,000 square miles discharges 750 cubic yards of water per second, and if 25% of the precipitation (rainfall) is lost by evaporation and 30% is absorbed by vegetation, what is the annual rainfall over the drainage basin? 14

4. The ratio of the diameters of the front and hind wheels of a buggy is as 7 to 9, and the circumference of two (one front and one hind) of them is 40 feet. How many revolutions do they respectively make in going over a mile? 14

5. The edge of a tetrahedron is 10 inches; what is the diameter of the sphere having the same surface as the tetrahedron? 14

6. A pyramid with square base, 14 inches to the side and 10 inches high, is converted into a cylinder, whose length is twice its diameter. What are the dimensions of the cylinder and its surface? 15

7. A regular hexagon was laid out to contain 10 acres, but it was afterwards found that the chain that was used was half a link too long. What is the true area of the hexagon as laid out? 15

LIMITED EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

XIV.

FEBRUARY 13TH, 1906.

FIRST PAPER.

(*Time, 3 hours.*)

Marks.

1. Write out and correct the paper herewith { Penmanship. 10 / Orthography. 40

2. Find the value of $38 \cdot \dot{3}\dot{7}\dot{2}$ into $81 \cdot 0\dot{4}\dot{6}$ divided by $3 \cdot \dot{8}\dot{7}$ into $40 \cdot 3\dot{6}\dot{7}$. 6

3. Give and prove rule for recurring decimals. 6

4. Find the value of $(3\cdot17)^{\frac{1}{2}} \cdot (4\cdot86)^{\frac{1}{3}} \cdot (.072)^{-\frac{1}{3}}$ divided by $(\cdot085)^{6} \cdot (3\cdot402)^{3} (8\cdot764)^{-4}$ 6

5. What power of $7\cdot\dot{1}\dot{3}$ is 5, and $\cdot023$ of $1\cdot16$? 6

6. Simplify $\dfrac{\dfrac{m^2+n^2}{n} - m}{\dfrac{1}{n} - \dfrac{1}{m}} \times \dfrac{m^2 - n^2}{m^3 + n^3}$ 6

7. Prove geometrically $(a+b)^2 + (a-b)^2 = 2(a^2+b^2)$. 6

8. Construct a triangle having given the base, the vertical angle and the altitude. 7

9. Solve $x - 2\sqrt{(x^2+x+5)} - 14 = 0$ and $x^{-1} + x^{-\frac{1}{2}} = 6$. 7

PENMANSHIP AND ORTHOGRAPHY.

The same paper as in No. XXVII, of the Full Examination for Admission as Articled Pupil.

SECOND PAPER.

(Time, 3 hours).

Marks.

10. If $\tan B = \dfrac{b}{a}$, prove that $\sqrt{\dfrac{a+b}{a-b}} + \sqrt{\dfrac{a-b}{a+b}} = \dfrac{2\cos B}{\sqrt{\cos 2B}}$ 11

11. Prove $\dfrac{\sin 2\theta + \sin\theta}{\cos\theta + \cos 2\theta} = \tan\dfrac{3\theta}{2}$ 11

12. Prove that in any triangle
$$\frac{\cos 2A}{a^2} - \frac{\cos 2B}{b^2} = \frac{1}{a^2} - \frac{1}{b^2}$$ 11

13. Given $a = \cdot062387$, $b = \cdot023475$, $C = 110^\circ\ 32'$. Find B and C. 11

14. Deduce one of Napier's analogies. 11

15. Given $b = 99^\circ\ 40'\ 48''$, $c = 100^\circ\ 49'\ 30''$, $A = 65^\circ\ 33'\ 10''$. Find a. 11

16. Given $c = 101^\circ\ 16'\ 17''$, $b = 115^\circ\ 42'\ 38''$, $C = 90^\circ$; find A. 11

17. A metallic tetrahedron, edge a, is converted into a sphere; what is its diameter and surface? 11

18. A hemispherical dome has a surface of 1,200 sq. feet. What is the diameter of the base of a right cone, having the same surface and whose height is equal to the diameter of the dome? 12

XV.

February 22nd, 1906.

FIRST PAPER.

(Time, 3 hours.)

	Marks.
1. Write out and correct the paper herewith. { Penmanship. / Orthography.	10 / 40
2. Find the value of $14\cdot\dot{7}\dot{6}\dot{2} + 3\cdot\dot{5}\dot{4}\dot{9}$ and $2\cdot\dot{2}0\dot{4} \div .\dot{4}\dot{2}$.	9
3. Which of the following statements is more nearly correct $\frac{10}{9\cdot009} = 1\cdot11$ or $\frac{10}{1\cdot11} = 9\cdot009$?	9
4. Find the fifth root of 2785·02 and of ·013587.	9
5 If the unit of measure be 5 inches, what is the measure of $\frac{5}{374}$ of a mile.	9
6. Solve $nx^3 + x + n + 1 = o$.	9
7. Prove geometrically $(2a - b)^2 + b^2 = 2(a + b)^2 + 2a^2$.	9
8. The sum of the perpendiculars drawn from any point within an equilateral triangle on the three sides is constant.	9

SECOND PAPER.

(Time, 3 hours.)

	Marks.
9. Prove Sin 3 $A = 3$ Sin A - 4 Sin^3 A.	9
10. Prove that $\tan^{-1}\frac{1}{2} + \tan^{-1}\frac{1}{3} = 45°$.	9
11. Deduce Sin $A = \frac{2}{bc}\sqrt{s\,(s-a)\,(s-b)\,(s-c)}$.	9
12. Express Cos 5 θ in terms of Cos θ.	10
13. Given the sides 7 chs. and 8 chs., and the included angle 38° find remaining side.	10
14. Deduce Cos a = Cos b Cos c + Sin b Sin c Cos A.	10
15. In a spherical triangle $A = 57°\ 10'$, $B = 86°\ 34'$, $C = 96°\ 26'$ find a.	10
16. Give formulae for finding remaining parts of a spherical triangle, when the two sides and the included angle are given.	10

XVI.

MAY 3rd, 1906.

(Time, 3 hours.)

Marks.

1. Write out and correct the paper herewith. { Penmanship. 10 / Orthography. 40
2. Give and prove the rule for recurring decimals. 6
3. Find the value of $(1\cdot\dot{0}9) + (3\cdot\dot{4}0\dot{9}) - (2\cdot4\dot{1}0\dot{9})$. 6
4. Find value of $(3\cdot14)^{\frac{1}{2}}\ (5\cdot16)^{\frac{2}{3}}\ (7\cdot22)^{-\frac{3}{5}}\ (8\cdot20)^{\frac{4}{5}}$ 6
5. A sum of money trebles itself at compound interest in ten years. What is the rate of interest. 6
6. Solve $\frac{x}{2} + \frac{2}{x} = \frac{x}{3} + \frac{3}{x}$ and $\frac{x}{7} + \frac{21}{x+5} = \frac{23}{7}$ 6
7. A metallic sphere 10 inches in diameter is converted into a hollow cylinder 10 inches long, and a quarter of an inch thick. What is its inside diameter? 6
8. Prove geometrically $a^2 = b^2 + c^2 - 2\,bc \cos A$. 6
9. Divide a given straight line in extreme and mean ratio. 6
10. Two diagonals of a regular pentagon which meet within the figure divide each other in extreme and mean ratio. 6
11. If two circles intersect each other, their common chord bisects their common tangents. 6

PENMANSHIP AND ORTHOGRAPHY.

Marks.

(Time, 3 hours.)

Correct the following :—

We awl know thet servaying is a purty good bussines wen the man can servay rite ekspeedeeteously. He must be able to supstract korecktly and separate rite from rong without suspishun of koershun.

The sensation of sownd is not comparible with enny of our other sensasions. Verry curcery observashun offen sufices to shew that sownding boddies are in a staite of viberasion. Sutch a fenommanon we see in the tuning fork and voiolin of fidle string.

In the maratine provinces the abburigenes were injuns, who were dresed in cloathes maid of the skins of dear and karriboo. On there feat they wore mokkasens and tied a martin skin to there long hair for ornement. From the bertch tree they got barque for there kannoos, and gatthered the nuts from the beoch tree too eat on the beach beside the rappid running stream in which were stones and big bolders of grannit and nice ; the latter is a petickuler kind of grannit with the mika in layurs.

Every wurkimin in the eggsercize off the art shood bee perveided withe propper implimence. Four the fabbrikashon of komplekeighted and kurcus peacis off meccannism, the artti en rechoirs a corispounding assortmeant of vairius twols and instroomence. Four givving proppar efect to the fixions off the drammer the acter shood haf att his dispowsel a well-furnisht wardrowbe, supliing the kostooms best sewted two the personidges he is to repprezent.

(*Time, 3 hours.*) Marks.

12. Prove $\cos 54° = \frac{1}{4}\sqrt{(10 - 2\sqrt{5})}$. 10

13. Prove $\tan \frac{1}{2} A = \sqrt{\frac{(S-b)(S-c)}{S(S-a)}}$ 10

14. The elevation of a tower is 40° from a given point. From another point, lying on the straight line from the former point to the tower, the elevation is 50°. The points of observation are 200 feet apart. How high is the tower? 10

15. In a plane triangle $a = 15 \cdot 16^{ch.}$, $b = 18 \cdot 24^{ch.}$, $C = 38° 24'$; find c. 10

16. Show that $\tan^{-1} A + \tan^{-1} B = \tan^{-1} \frac{A+B}{1-AB}$. 10

40

17. Show that $\cos a \sin b = \sin a \cos b \cos C + \sin c \cos A$. 10

18. Given $c = 110° 46' 20''$, $A = 80° 10' 30''$; $C = 90°$. Solve the triangle. 10

19. Given $A = 135° 5' 29''$, $C = 50° 30' 8''$, $b = 69° 34' 56''$, find B. 10

FULL EXAMINATION FOR ADMISSION AS SURVEYOR.

XXXV.

FEBRUARY 13TH TO 19TH, 1906.

PLANE GEOMETRY.

(*Time, 3 hours.*) Marks.

1. Inscribe a circle in a given triangle. 18

2. Prove geometrically $(a+b)^2 + (a-b)^2 = 2(a^2 + b^2)$. 18

3. Of all triangles having the same vertical angle and the same area, prove that the isosceles triangle has the shortest base. 19

4. In a circle $BAEF$, with centre C, FCE is a diameter, and BCA a right angle. A perpendicular AD is let fall from A on FE, making CD equal to the arc AE. Show that the segment BAE equals one quarter of the area of the circle. 19

5. The rectangle contained by the diagonals of a quadrilateral inscribed in a circle is equal to the sum of the rectangles contained by pairs of opposite sides. 19

6. Construct a triangle having each of two angles double of the third angle. 19

7. Divide a given finite straight line into two parts so that the squares on them shall be to one another in a given ratio. 19

8. Find the centre of a circle cutting off three equal chords from the sides of a triangle. 19

SOLID GEOMETRY.

(*Time, 3 Hours.*)

Marks.

1. Define: Pyramid, frustum of cone, parallelopiped, inclination of a plane to a plane, tetrahedron, icosahedron, polyhedral angle. 9

2. If two planes meet in a point, they meet in a straight line. 9

3. Show how to draw through a given point a straight line to intersect two non-intersecting straight lines. 9

4. Every point, which is equidistant from two fixed points, lies in a fixed plane. 9

5. If three straight lines intersect each other in pairs, they meet at a point or lie in a plane. 9

6. A tetrahedron, of gold, edge 10 inches, is rolled into gold-leaf one-thousandth of an inch in thickness What is the diameter of the sphere that will just be covered by the gold-leaf? 10

7. A cube, a tetrahedron and a sphere have each the same volume, V. Find side, edge and diameter respectively; also the surface of each. 10

8. A right cylinder, whose length is twice its diameter, has a total surface of 100 sq. inches. What are the dimensions of a right cone, whose height is the length of the cylinder, and whose surface is 100 sq. inches? 10

SPHERICAL TRIGONOMETRY.

(*Time, 3 Hours.*)

Marks.

1. Prove
$$\frac{\tan \frac{1}{2} A}{\tan \frac{1}{2} B} = \frac{\sin (s-b)}{\sin (s-a)}$$ 17

2. Show that
$$\text{Sin } b \text{ Sin } c + \text{Cos } b \text{ Cos } c \text{ Cos } A = \text{Sin } B \text{ Sin } C - \text{Cos } B \text{ Cos } C \text{ Cos } a.$$ 18

3. Give and prove Napier's rules. 18

4. Deduce
$$\text{Sin}^2 \tfrac{1}{2} A = \frac{\sin (s-b) \sin (s-c)}{\sin b \sin c.}$$ 18

5. Given $c = 101^\circ\ 16'\ 17''$, $b = 115^\circ\ 42'\ 38''$; find A, C being 90°. 18

6. Given $A = 135^\circ\ 05'\ 29''$, $C = 50^\circ\ 30'\ 08''$, $b = 69^\circ\ 34'\ 56''$; find a and B. 18

7. Given $A = 120^\circ$, $B = 130^\circ$, $C = 80^\circ$; find c. 18

SESSIONAL PAPER No. 25b

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Marks.

(Time, 3 hours.)

1. Divide a triangle into two parts in the ratio of $m : n$ by a straight line passing through a given point within the triangle. 16

2. A field is enclosed by three sides, 10, 12 and 14 chains long respectively. It is bisected by a line parallel to the longest side. What is the length of the bisecting line and how far is it from the centre of the inscribed circle? 16

3. The centre line of a railway enters the west side of S. 31, T. 24, R.V., W. of 2nd M., 20.56 chains south of the N.W. corner of the section, from a tangent running N. 30° E., and continues on a curve of 3,500 ft. radius across the section. The right of way extends 50 feet on each side of the centre line. How much of the section lies north of the railway? 17

4. What parallel of latitude bisects the area of the north temperate zone? 17

5. In question 3, if the tangent had continued across the section and the width of the right of way remained the same, what is the area of the section lying south of the railway? 17

6. In question 5, what is the azimuth of the line, starting at the S. E. corner of the section that bisects the part of the section lying south of the railway? 17

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Marks.

(Time, 3 hours.)

7. The following are the notes of a survey of a quadrilateral piece of land :

Stations.	Bearings.	Distances.
1	N. 54° 00′ E.	15·94 chains.
2	S. 27° 45′ E.	6·15 "
3	S. 33° 45′ W.	11·53 "
4	N. 59° 00′ W.	10·70 "

Find the area by the method of Latitudes and Departures, first "balancing" the survey. 40

8. Express the conditions necessary for a closed survey by two equations.
   (*a*) And from them show what missing data in a survey can be supplied.
   (*b*) How does the supplying of missing data in a survey affect "balancing" the survey? 20

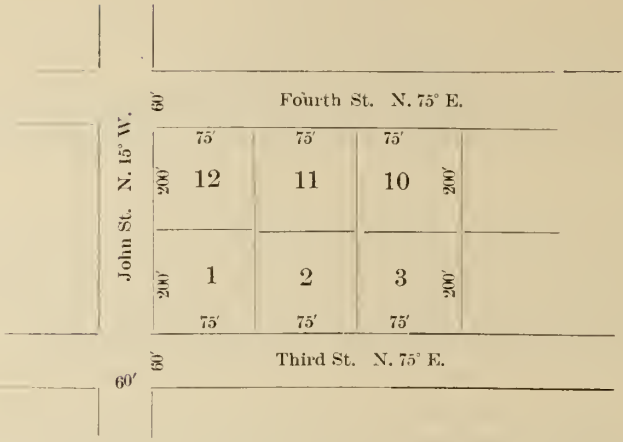
9. Give full explanation and deduction of the method of computing areas by "latitudes and departures." 20

10. If in question 7, the chain was a link too long, and each azimuth, reckoned from the north through the east, was too great by fifteen minutes, what is the true area of the quadrilateral? 20

DESCRIPTIONS.

(Time, 3 hours.) Marks.

1.



The above is part of the registered plan of the town of Holly in the County of Tweed and Province of Alberta. *A* sells to *B* a part of lot No. 1, and adjoining John and Third streets. The part sold is to have a frontage of forty feet on Third street to extend to the rear of the lot and the dividing line to be parallel to John street. Make a description for a deed. 25

2. Using the plan of question 1. Supposing *A* to own lots 1 and 2, he sells lot No. 2 to *B*, and gives the right of ingress and egress to *B* by a lane, 16 feet wide, running along the whole of the rear limit of lot No. 1. Make the necessary description for the conveyance. 25

3. Moose Creek flows across the N.E. $\frac{1}{4}$ S, 12, T. 13, R. 15 W. in an easterly direction. *B* desires to buy the northerly part of the quarter section lying north of the creek, together with the creek. From measurement the southerly bank of the creek intersects the eastern and western quarter section lines respectively at $22^{ch}\cdot 12$ and $20^{ch}\ 18$ from the northern quarter section line. The whole area to be conveyed is supposed to contain 85 acres.. Make a description for a deed. 25

4. Make a description for the remaining part of the quarter section given in question 3. 25

ASTRONOMY.

(Time, 3 hours). Marks.

1. Define—declination, right ascension, celestial latitude and longitude, first point of Aries, parallactic angle, dip, parallax and elongation. 14

2. Explain fully the equation of time why it varies and when it is a maximum. A diagram is desirable. 14

3. In latitude 45° 25′ N., longitude 75° 42′ W., what is the standard time on June 30th, 1904, of eastern elongation of Polaris, declination 88° 48′, right ascension $1^h\ 25^m\ 08^s$? 14

4. At the same date and place as in question 3, what is the time of sun-rise? Semi-diameter, refraction and parallax to be considered. 14

5. At same date and place as above what is the hour angle of Arcturus (*a* Boötis) when on the prime vertical? 14

6. On June 20th, 1904, the altitude of the lower limb of the sun at its lower or northern culmination was 10° 13′ 45″. What is the latitude of the place? 15

7. The observed altitude of Arcturus on June 30th, 1904, when on the prime vertical was 46° 32′. What is the latitude of the place? 15

ASTRONOMY.

(*Time, 3 hours.*) Marks.

8. On June 20, 1904, in latitude 45° 25′ N., longitude 75° 42′ W., the observed altitude of the sun's upper limb at $8^h\ 40^m\ 13^s$ watch time was 48° 16′ 30″. What was the watch correction, and what was the azimuth of the sun. 20

9. In question 8 what was the true local sidereal time of observation? 20

10. At noon on June 20, 1904, a sidereal chronometer is fast on the local sidereal time $2^h\ 17^m\ 49^s{\cdot}76$, it gains $2^s{\cdot}46$ a day. At another place to the west a sidereal chronometer is slow, at the above time and day, on the local sidereal time there $1^h\ 27^m\ 38^s{\cdot}92$, and loses $3^s{\cdot}84$ per day. 20

At noon on July 1 following a telegraphic comparison between the two chronometers showed the first one to be ahead of the second $6^h\ 22^m\ 17^s.\ 61$. what is the difference of longitude of the two places? 20

11. In latitude 45° 25′ N., longitude 75° 42′ W., at what time will Arcturus set June 20, 1904; and what is the standard time of its passing the meridian? 20

12. Assuming the declination of Polaris as 88° 48′, what are the greatest and least azimuths at elongation it can have, and what are the corresponding latitudes on the earth for such azimuths? 20

MANUAL OF SURVEY.

FIRST PAPER.

(*Time, 3 hours.* Marks.

1. Describe the third system of survey of Dominion Lands. How are townships designated by numbers? How are sections and their legal subdivisions numbered? 15

2. Show in what the first, second and fourth systems of survey differ from the third.
State what territory is covered by each system of survey.
How may two townships have the same numbers? How are they distinguished? 15

3. What instruments are to be used in a sub-division survey? How and with what is the linear measurement determined on a survey? What precautions are to be taken in making the measurements? How are obstacles to be passed, such as swamps or rivers or inaccessible hills? 15

4. Describe fully the different kinds and sizes of posts, iron tubes, mounds, pits and trenches used in the present system of survey. Show how and where they are placed. Distinguish between the monuments for open and wooded country. 15

5. How would you mark the following posts :—

(*a*) At the north corner between sections 22 and 23, Tp. 51, R. 7, East of the P.M.

(*b*) At the township corner between ranges 8 and 9, on the Base line West of the 3rd M.

(*c*) At the south corner between sections 2 and 3, Tp. 15, R. 13, West of the 4th M.

(*d*) At the N.E. corner of section 8, Tp. 27 A, R. 14, W. of 2nd M. (on the south side of the road allowance dividing two systems of survey).

(*e*) At the north corner Tp. 54, between ranges 17 and 18. 15

6. What is a group lot and what are the rules governing its survey? How is a settlement surveyed? How is a highway surveyed?

7. Define a bearing and an azimuth. To what meridian is a bearing referred and how is it deduced from an observed azimuth?

MANUAL OF SURVEY.

SECOND PAPER.

(*Time, 3 hours.*)

Marks.

8. How are the North and the South boundaries of a township surveyed?

Describe fully the process of sub-dividing a township in the present system of survey. When is a quarter section considered as sufficiently surveyed for disposal? What are the limits of error allowed in a sub-division survey? 15

9. What is to be entered in the field book?

How are section lines described in it?

What information is entered upon a plan and to what degree of approximation are areas given on it? What is the date of a survey? 15

10. What are the bodies of water in a township which have to be surveyed? In what manner are they surveyed?

How are the returns of the traverses made? Give the rules governing the rights of riparian owners. 20

11. Define a resurvey, a retracement survey, a restoration survey, an obliterated monument and a lost monument. Give the rules governing the above surveys. Under what circumstances is a subdivider justified in resurveying or retracing a township outline? 20

12. Distinguish between regular and fractional sections and give the respective methods of sub-dividing them into their legal sub-divisions.

The N. E. corners of sections 21, 28, 32, 33 and 34 in Tp. 6 West of the 3rd M., together with all the intervening $\frac{1}{4}$ section marks have disappeared.

How would you proceed to re-establish these corners? 15

13. How would you summon a person to give evidence before you regarding the position of a corner or boundary? How would you proceed if he failed to appear before you at the time specified? 15

SESSIONAL PAPER No. 25b

ADDITIONAL PAPER FOR CANDIDATES WRITING UNDER CLAUSES 109 AND 110 OF THE DOMINION LANDS ACT.

ALGEBRA.

(Time, 3 hours.)

Marks.

1. If $a=1$, $b=\frac{2}{3}$, $x=7$, $y=8$, find the value of $5\,(a-b)\sqrt[3]{\left\{(a+x)\,y^2\right\}}-b\sqrt{\left\{(a+x)\;\;y\right\}}+a$ 10
2. Find the G. C. M. of x^5-y^5 and x^2-y^2, and the L. C. M. of x^3-x, x^3-1, x^3+1. 10
3. Simplify $\frac{x^2-3x-4}{x^2-4x-5}$ and $\frac{(x+y)^7-x^7-y^7}{(x+y)^5-x^5-y^5}$ 10
4. Solve $\frac{6x+1}{15}-\frac{2x-4}{7x-16}=\frac{2x-1}{5}$. 10
5. Find the value of $\frac{x-a}{b}-\frac{x-b}{a}$ when $x=\frac{a^2}{a-b}$ 10
6. Solve $\frac{x}{x-1}=\frac{3}{2}+\frac{x-1}{x}$ 10
7. Solve $x-2\sqrt{(x^2+x+5)}-14=0$ 10
8. Solve $x^2+xy-6y^2=24$, $x^2+3xy-10y^2=32$ 10
9. The product of four consecutive odd numbers is 9009. Find them. 10
10. What are eggs a dozen when two more in a shilling's worth lowers the price one penny per dozen? 10

XXXVI

MAY 1ST TO 7TH, 1906.

PLANE GEOMETRY.

(Time, 3 Hours.)

Marks.

1. Prove that the interior angles of a triangle are together equal to two right angles. 15
2. Construct a right-angled triangle having given the hypotenuse and the sum of the sides. 15
3. If the square on one side of a triangle be equal to the sum of the squares on the other sides, the angle contained by these two sides is a right angle. 15
4. If the sum of the squares on two opposite sides of a quadrilateral be equal to the sum of the squares on the other two sides, the diagonals of the quadrilateral intersect at right-angles. 15
5. Prove geometrically $a^2=b^2+c^2-2\,bc\cos A$. 15
6. The base of a triangle is given: find the locus of the vertex when the sum of the squares on the two sides is given. 15
7. Escribe a circle beyond one of the sides of a triangle. 15
8. Similar polygons are to one another in the ratio duplicate of the ratio of two corresponding sides. 15
9. If a straight line be drawn from each corner of a square to the nearer point of trisection of the next side of a square in order, so as to form a square, this square will be two-fifths of the original square. 15
10. Describe a circle passing through a given point and touching a given circle at a given point. 15

SOLID GEOMETRY.

(*Time, 3 Hours.*)

	Marks.
1. If one of three concurrent straight lines be at right angles to the other two, the first is at right angles to the plane through the others.	9
2. Equal straight lines drawn from a given point to a given plane, are equally inclined to the plane.	9
3. Through a given point draw a plane at right angles to a given straight line.	9
4. Prove that if two spheres intersect their curve of section is a circle.	9
5. Draw a plane to bisect the dihedral angle between two given planes at a given point in their common section.	9
6. What is the edge of a regular tetrahedron whose volume is that of a sphere, radius r?	10
7. Describe (geometrically) a sphere about a given tetrahedron (not regular).	10
8. A metallic right cylinder, length l, radius r, and a regular tetrahedron edge p, are converted into a sphere. What is the surface of the latter?	10

SPHERICAL TRIGONOMETRY.

(*Time, 3 hours.*)

	Marks.
1. Deduce $\tan \frac{1}{2}(a+b) = \frac{\text{Cos } \frac{1}{2}(A-B)}{\text{Cos } \frac{1}{2}(A+B)} \tan \frac{1}{2} c$.	17
2. Give and prove Napier's rules.	18
3. Deduce $\text{Sin } \frac{1}{2} A = \sqrt{\frac{\text{Sin } (s-b) \text{ Sin } (s-c)}{\text{Sin } b \text{ Sin } c}}$	18
4. Given $A = 100°$, $a = 112°$, $C = 90°$ solve the triangle.	18
5. Given $A = 135° \ 05'$ $C = 50° \ 30'$ $b = 69° \ 35'$ find a.	18
6. Given $b = 120° \ 30'$ $c = 70° \ 20'$ $A = 50° \ 10'$ find a.	18
7. Given $A = 120°$ $B = 130°$ $C = 80°$ find c.	18

MEASUREMENT OF AREAS AND SUB-DIVISION OF LAND.

(*Time, 3 hours.*)

	Marks.
1. Divide a triangular piece of land in a given ratio by a straight line parallel to one of the sides.	16
2. Divide a triangular piece of land in a given ratio by a straight line passing through a given point within the triangle.	16
3. In a triangular field AB is 13 ch., BC is 14 ch. and CA is 15 ch. From a point in BC and 5 ch. from B a straight line is run to AC so as to cut off a triangle 3 ac. in area. What is the length of the dividing line?	17
4. If we take a catchment basin on the east slope of the Rocky Mts. 400 miles long and 100 miles wide, the annual precipitation at 25 inches of which 40% is lost by evaporation and vegetable absorption and 1% of the outflow by rivers is impounded in reservoirs, how many acres can be irrigated if it requires a total of 10 inches in depth on the land for the year for irrigation?	17
5. What parallel of latitude divides the Arctic Zone into equal areas.	17
6. Divide a given quadrilateral into two parts in the ratio of m to n by a straight line running from a given point in one of the sides.	17

SESSIONAL PAPER No. 25b

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

(Time, 3 hours.) Marks.

7. The notes of the survey of a piece of land are as follows:

1.	N. 52° 00′ E	10·63ch.
2.	S. 29° 45′ E.	4·10ch.
3.	S. 31° 45′ E.	7·69ch.
4.	N. 61° 00′ W.	7·13ch.

Required the area after first balancing the survey. 40

8. (*a*) Express the conditions necessary for a closed survey by two equations.
(*b*) Show what missing data may be supplied and whether any ambiguity may arise.
(*c*) How does the supplying of missing data affect balancing the survey? 20

9. Deduce the method of computing areas by latitudes and departures. 20

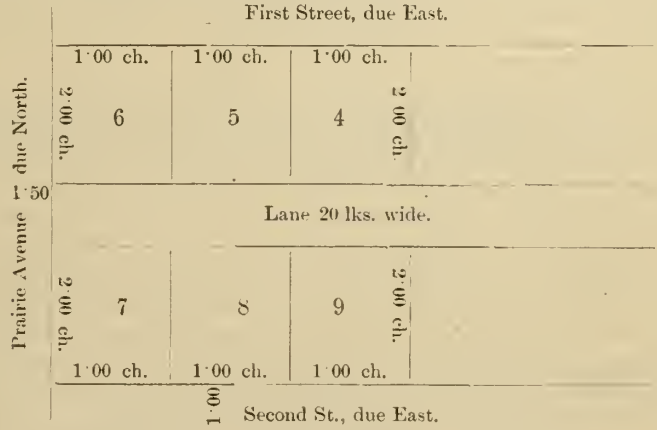
10. With an iron chain the sides of a quadrilateral were found to be $AB = 10 \cdot 64^{ch}$., $BC = 4 \cdot 09^{ch}$., $CD = 7 \cdot 68^{ch}$. and $DA = 7 \cdot 24^{ch}$., and the area 4·93 acres. Subsequently by means of a standard steel tape the area was found to be $5 \cdot 17^{ac}$. What is the true length of the side AB? 20

DESCRIPTIONS.

(Time, 3 hours.) Mark.

1. In registered and certified plan the measurements and bearings of all lines are given, each lot is numbered and shown as being one chain wide and two long. Make a description of one of the lots for a deed of bargain and sale. 20

2. The following is a part of a registered and certified plan; the owner of lot No. 7, sells 40 feet frontage on Second street, and adjoining Prairie Avenue, and this width to extend to the lane.



Make a description by metes and bounds of the part sold. 20

3. The owner of the S.E. ¼ sec. 4, Tp. 5, R. 4, W. of 2nd I M, sells the southerly 100 acres thereof, the boundaries to be the southern boundary of the ¼ sec., the eastern and western ones, and a line parallel to the southern boundary. Give description of the part sold, by metes and bounds. 20

4. Through Sec. 21, Tp. 8, R. 6, W. of 2nd, 1 M, flows a stream westward. The owner of the section sells the eastern half (two $\frac{1}{4}$ sections) but reserves the privilege of 'swelling' the water and of access along the banks of the stream for the purposes of repair of banks in that half of section 21. Make description of part sold for a deed. 20

5. Draw up an assumed evidence, and, which is of value of a witness regarding the lost post of a section corner, which it is desired to re-establish. 20

ASTRONOMY.

Marks.

(Time, 3 Hours.)

1. Define, right ascension, declination, celestial latitude and longitude, solar mean and sidereal time, parallax, and parallactic angle. 12

2. Explain fully the equation of time and its variation. A graphical representation is desirable. 12

3. On May 10, 1904 in latitude 45° 25′, longitude 75° 42′ W., what is the standard time of eastern elongation of Polaris? 12

4. On July 1, 1904, the altitude of the lower limb of the sun at lower or northern culmination was 10° 17′; what was the latitude of the place of observation? 12

5. What is the standard time for same date and place as in question 3 of Arcturus (α Boötis) crossing the prime vertical? 13

6. What is the sidereal time for same date and place as in question 3, when the azimuth, reckoned from north through east, of Rigel (β Orionis) is 225°? 13

7. On May 10, 1904, the meridian altitude of Spica (α Virginis) was 83° 17′ from the north horizon. What was the latitude of the place? 13

8. On same date and place as in question 3, when the hour angle of the sun in the forenoon is 37° 15′, what is the local mean time at a place whose longitude is 34° 28′ E.? 13

9. On May 10, 1904, in latitude 45° 25′ longitude 75° 42′ W. the altitude of the sun's lower limb was observed to be 32° 15′ at $8^h\ 46^m\ 37^s$. What was the azimuth of the sun and the watch correction? 20

10. On same date as above, the altitude of Arcturus when on the prime vertical was 72° 15′. What was the latitude of the place and the local sidereal time of observation? 20

11. At noon on May 10, 1904, a sidereal chronometer is fast on local sidereal time $1^h\ 17^m\ 28^s{\cdot}76$, it loses $2^s{\cdot}78$ daily. At another place to the east a sidereal chronometer is slow at the above time and day, on the local sidereal time there $2^h\ 14^m\ 35^s{\cdot}94$ and gains $3^s{\cdot}17$ a day. At noon on June 1 following a telegraphic comparison between the two chronometers showed the first to be behind the second $5^h\ 17^m\ 23^s{\cdot}42$. What is the difference of the longitude between the two places? 20

12. In question 9 what is the standard time of sunrise, semi-diameter, refraction, and parallax to be considered? 20

13. On May 10, 1904, in longitude 75° 42′, the standard time of sunrise was $5^h\ 12^m$. What was the latitude of the place? 20

MANUAL OF SURVEY.

FIRST PAPER.

(*Time, 3 hours.*)

Marks.

1. Define an initial meridian, a base line, and a correction line. Where are the initial meridians? How are townships and ranges numbered? 20

2. Describe the different kinds of posts, mounds, pits and trenches used in the present system of survey. Show how and where they are placed. 20

3. How would you mark the following posts:
   (*a.*) At the corner between Sections 20, 21, 28 and 29, Tp. 33, R. 12, east of the P. M.
   (*b.*) At the north corner between Sections 4 and 5, Tp. 30, R. 3, W. of the 4th M.
   (*c.*) At the N. W. corner of Section 1, Tp. 45, R. 21 A., W. of 2nd M. (on the east side of the road allowance dividing two systems of survey).
   (*d.*) At the north corner of Tp. 70 between ranges 11 and 12, W. of 2nd M.
   (*e.*) At the witness mound placed at a distance of 3 chains south of the N. E. corner of Section 15, Tp. 25, R. 17, W. of the 4th M. 20

4. How is a settlement surveyed? Give the rules to be observed in measuring a distance by means of a triangle. 20

5. Define a bearing and an azimuth. To what meridian is a bearing referred in subdividing a township and how is it deduced from an observed azimuth? 20

MANUAL OF SURVEY.

SECOND PAPER.

(*Time, 3 hours.*)

Marks.

6. How are the north and the south boundaries of a township surveyed?
   When is a quarter section considered sufficiently surveyed for disposal?
   What are the limits of error allowed in a subdivision survey? 20

7. What is to be entered in the report made by a surveyor on the subdivision of a township? What is the date of a survey? 20

8. What are the bodies of water in a township which have to be surveyed, and what are those which are not to be surveyed?
   In what manner is a traverse made?
   Give the rules governing the rights of riparian owners. 20

9. Define, a resurvey, a retracement survey, a restoration survey, an obliterated monument, and a lost monument. Give the rules governing the above surveys. Under what circumstances is a subdivider justified in resurveying or retracing a township outline? 20

10. All the section and quarter section corners around sections 4 and 9, township 35, range 28, W. of 2nd M. are lost, but the positions of the adjoining corners are known. How would you proceed to re-establish the lost corners?

EXAMINATION FOR DOMINION TOPOGRAPHICAL SURVEYOR.

IX.

FEBRUARY 13TH TO 21ST, 1906.

ALGEBRA.

(*Time, 3 hours.*)

Marks.

1. Find the greatest numerical values without regard to sign which the expression $(x-8)(x-14)(x-16)(x-22)$ can have for values of x between 8 and 22. 8

2. If n harmonic means be inserted between two positive quantities a and b, the difference between the first and last of these means bears to the difference between a and b, a ratio less than $n-1 : n+1$. 8

3. Prove that the product of the numbers denoted by 10, 11, 12, 13, increased by 1 will be the square of the number denoted by 131 whatever be the scale of notation. 8

4. The number of permutations of n different letters taken all together in which no letter occupies the same place as in a certain given permutation is

$$\frac{}{|n}\left\{\frac{1}{|2}-\frac{1}{|3}+\frac{1}{|4}-\cdots+\frac{(-1)^n}{|n}\right\}$$ 8

5. If $n-1$ and $n+1$ be both prime numbers >5, n must be one of the forms $30t$, or $30t \pm 12$, and $n^2(n^2+16)$ will be divisible by 720. 9

6. From a large number of balls, each equally likely to be white or black, $p+q$ being drawn turn out to be p white and q black: prove that if it is an even chance that, on three more balls being drawn two will be white and one black

$$\frac{p}{q} = 1 + \sqrt[3]{2}, \text{ nearly, } p \text{ and } q \text{ being both large.}$$ 9

PLANE TRIGONOMETRY.

(*Time, 3 hours.*)

Marks.

1. Solve the equation $\tan^2 2x + \tan^2 x = 10$. 8

2. Prove that $\cot\frac{\theta}{2} > 1 + \cot\theta$, for values of θ between 0 and π; and that, for all values of θ, $\frac{3\sin\theta}{\theta} < 2 + \cos\theta$. 8

3. The line joining the middle points af BC and of the perpendicular from A on BC, makes with BC the angle $\cot^{-1}(\cot B - \cot C)$. 8

4. The cosine of the angle at which the circumscribed circle intersects the escribed circle opposite A is $\frac{1+\cos A-\cos B-\cos C}{2}$. 8

5. Prove that

$$\frac{1}{\sin\theta} = \frac{1}{\theta} + \frac{1}{\pi-\theta} - \frac{1}{\pi+\theta} - \frac{1}{2\pi-\theta} + \frac{1}{2\pi+\theta} + \frac{1}{3\pi-\theta} - \ldots \text{ to } \infty$$ 9

6. Given two sides of a triangle and the included angle, to find a series for the logarithm of the third side. 9

SESSIONAL PAPER No. 25b

SPHERICAL TRIGONOMETRY.

(Time, 3 hours.)

Marks.

1. Show that in two polar triangles, each angle of the one is the supplement of the side opposite to it in the other. 6
2. If A be one of the base angles of an isosceles spherical tria gle whose vertical angle is 90° and a the opposite side, prove that $\cos a = \cot A$; and determine the limits within which it is necessary that A must lie. 6
3. Give Delambre's or Gauss' analogies and derive them. 10
4. Show that the number of spherical degrees (of surface) of a spherical triangle is equal to the number of angular degrees in its spherical excess. 10
5. Given two sides, and their included angle, find the other parts. 10
6. In the last problem, find the effect upon the third side of an error in one of the given sides or in the given angle. 8

ANALYTICAL GEOMETRY.

(Time, 3 hours.)

Marks.

1. The locus of the centre of an equilateral triangle inscribed in a given ellipse is the ellipse $\frac{x^2}{a^2}(a^2 + 3b^2)^2 + \frac{y^2}{b^2}(3a^2 + b^2)^2 = (a^2 - b^2)^2$. 10
2. (*a.*) Show that the equation of a tangent to the ellipse in terms of the eccentric angle is $A \sin \Phi . y + B \cos \Phi . x = AB$
   (*b.*) In an eclipse whose axes are 12 and 8, what is the length of the diameter from the point whose eccentric angle is 60° ? 10
3. Produce the general differential formulæ for the value of radius of curvature, and the co-ordinates of the centre of curvature of any plane curve, in terms of the co-ordinates of the given curve. 12
4. (*a.*) Produce the equations of the normals to the conic sections.
   (*b.*) At what point in the ellipse whose axes are 12 and 8 must a normal be drawn to make an angle of 45° with the axis of x ? 10
5. A parallelogram circumscribes a given ellipse, and the ends of one of its diagonals lie on the given straight lines $p\frac{x}{a} + q\frac{y}{b} = \pm 1$: prove that the ends of the other diagonal lie on the conic $\frac{x^2}{a^2} + \frac{y^2}{b^2} - 1 = \left(q\frac{x}{a} - p\frac{y}{b} \right)^2$. 13
6. (*a.*) Rectify the ellipse.
   (*b.*) The rectangle of the perpendiculars from the foci upon the tangent of the ellipse is constant, and equal to the square of the semi-conjugate axis.
   (*c.*) The squares of ordinates to the transverse axis of an ellipse are to each other as the rectangles of the segments into which they respectively divide the axis. 10
7. Find the evolute of the ellipse. 10

THEORY OF LIMITS AND DIFFERENTIAL CALCULUS.

(Time, 3 hours.)

Marks.

1. Find the limit of $\frac{1^r + 2^r + 3^r + \ldots + n^r}{n^{r+1}}$ when n is indefinitely increased, n being any positive number. 20

2. Tangents are drawn to a circular arc at its middle point and its extremities, and the three chords are drawn. Shew that in the limit, when the arc is indefinitely diminished, one of the triangles contained by two tangents and a chord is eight times either of the other two. 20

3. Prove that the area of an ellipse is to that of the circumscribing circle in the ratio of the minor to the major axis of the ellipse. 20

4. Prove that the volume of an oblate spheroid is two-thirds that of the circumscribing cylinder. 20

5. Differentiate the fcllowing

$$e^{-a^2x^2} \cos r\,x\,;\ \tan a^{\frac{1}{x}}\,;\ \log\,(e^x + e^{-x})\,;$$
$$\cos^{-1}\frac{x^{2n}-1}{x^{2n}+1}$$ 20

6. Expand in ascending powers of x (each to five terms):
$\log\,(1+e^x)\,;\ (e^x+e^{-x})^n\,;\ \log\,(1+\sin x)$. 20

7. In a spherical triangle ABC, the sides c and a are constant. If α and β be the values of the angles A and B when C is a right angle, find $A-\alpha$ in terms of $B-\beta$ when C is slightly different from a right angle. 20

PROJECTIONS AND GEOMETRY OF THE SPHEROID.

(Time, 3 hours.)

Marks.

1. Deduce the formulæ for the construction of Mercator's projection. 10

2. Find the equation of a great circle on Mercator's projection. 10

3. Describe the orthographic projection and find the equation of a great circle. 10

4. Given the declination and altitude of a star, and the latitude of the place, give a graphic construction for finding the azimuth. 15

5. Find the expression of the radius of curvature of a section of the spheroid by a plane containing the normal to the surface and making a given angle with the meridian. 15

6. How do you combine the measures of several arcs on the surface of the earth for finding the length of the polar axis and of the equatorial diameter? 15

GEODETIC SURVEY.

(Time, 3 hours.)

	Marks.
1. Reduce a difference of latitude on the spheroid to the corresponding difference of latitude on the sphere.	20
2. Find the radius of a parallel of latitude.	15
3. Explain the system of rectangular linear spherical co-ordinates referred to the meridian and a perpendicular to it. Give formulæ for their calculation.	20
4. Explain the differences between the normal sections, the geodetic line and the curve of alignment between two points.	10
5. Given the latitudes of two points and the azimuth from one point to the other, find their distance, using the sphere the radius of which is equal to the normal.	20
6. Find the offsets from the perpendicular to the meridian to the parallel of latitude tangent thereto.	15

GEODETIC SURVEYING.

(Time, 3 hours.)

	Marks.
7. Describe the different forms of signals used in primary triangulations, also Steinheil's form of heliotrope. Explain how the latter is adjusted to reflect the sun's rays in the proper direction.	20
8. Give examples of different kinds of chains of triangles. Explain their advantages and disadvantages.	15
9. Give a description of one of the base line apparatus consisting of metal bars. Explain how it is used and what corrections are applied to the measurements.	20
10. Explain the methods of repetition and reiteration for the measurement of angles. Compare the two methods.	10
11. Find the correction to be applied to the angle of a triangle measured to a signal marked by a reflecting sphere upon which the sun is shining.	20
12. Find the area contained between two meridians and two parallels.	15

ASTRONOMY.

(*Time, 3 hours.*)

Marks.

1. From the following Ephemeris of the moon

July	3	0h	5h	−45m	−15s·68
		12	6	−14	−54 ·73
"	4	0	6	−44	−06 ·70
		12	7	−12	−44 ·68
"	5	0	7	−40	−43 ·77
		12	8	−08	−01 ·02
"	6	0	8	−34	−35 ·42
		12	9	−00	−27 ·74
"	7	0	9	−25	−40 ·20
		12	9	−50	−16 ·14

Find the moon's right ascension July 3rd 4h. 17

2. Give formula for obtaining geocentric latitude from the geographical, and indicate method of derivation. 17

3. Give formulæ for effect of retraction on right ascension and declination, and derivation of formula for dip. 17

4. The latitude of a place has been determined by observation of two zenith distances of the sun and the time between them; and each observed distance was too great by the same quantity $\triangle z$: prove that the consequent error in the latitude is $\triangle z \cos(a+a') / \cos(a-a')$; where $2a$, $2a'$ are the azimuths at the times of observation. 17

5. On Feb. 19, 1906, in lat. 45° 25′ N., long. 75° 42′ W., what is the standard time when α and β Orionis are in the same vertical plane?

$\delta_\alpha = 7° 23′$ N. $\quad \alpha_\alpha = 5^h\ 50^m$
$\delta\beta = 8° 19′$ S. $\quad \alpha\beta = 5^h\ 10^m$ 16

6. A chronometer whose rate is uniform is found at Greenwich to have an error of δ^1 hours when the time that it indicates is t_1. It is then taken to a place A, and when it indicates t_2 it is found that the excess of the observed local time of the place A over t_2 is δ_2 hours. It is now again brought back to Greenwich, and the chronometer time and error are observed to be t_3 and δ_3 hours respectively. Prove that the longitude of A east of Greenwich is $15\ (\delta_2 t_3 + \delta_3 t_1 + \delta_1 t_2 - t_2\delta_3 - t_3\delta_1 - t_1\delta_2) / (t_3 - t_1)$ degrees. 16

ASTRONOMY.

(*Time, 3 hours.*)

Marks.

7. Give formulæ for obtaining the latitude from observing the horizontal circle readings of two stars at elongation, and discuss the effect of a small error of reading of the sum of the azimuths upon the latitude; also show how the choice of zenith or polar star affects the accuracy of the deduced latitude. 20

8. In latitude 38° 59′ N,, long. $5^h\ 05^m\ 57^s.5$ W., the sun was observed at the same altitude, a.m. and p.m., by a chronometer regulated to Greenwich mean time; the mean of the a.m. times was $1^h\ 08^m\ 26^s.6$, and of the p.m. times $8^h\ 45^m\ 41^s.7$. Find the chronometer correction at noon, having given $\delta = -5°\ 46'\ 22''.5$, $\Delta'\delta = +58''.10$ and equation of time $+11^m\ 35^s.11$. 20

9. In a determination of time by means of the astronomic transit, observing stars clamps east and west, give the various formulæ involved in the reduction of the observations, including thread intervals, ellipticity of pivots, level, rate, aberration, star factors, observation and normal equations, weight and probable error of individual observation and of time determination. 20

10. Give the general formulæ for the determination of longitude by moon culmination. 20

11. Give the formulæ for deducing the mean place of a star from a given epoch to another; and also the formulæ for reducing a star from mean to apparent place, explaining fully the meaning of the symbols used in the formulæ. 20

LEAST SQUARES.

(*Time, 3 hours.*)

Marks.

1. Define Mean Error, Probable Error, Average Error, and give the relation between their values in the case of directly observed quantities. 15

2. In a base line measurement a standard rod is used n times. If the probable error of the length of the rod is a, what is the probable error of the whole length measured? If the probable error of the whole base derived from a number of separate measurements is b, what is the probable error of one placing of the rod? 15

3. If $x = .0240 \pm .0001$
$y = .0617 \pm .0003$
Find the ratio of x to y and the probable error to this value. 15

4. If a and b be two values derived from observation with probable errors e and f.
   (*a*) When the same quantity is measured in both cases, find the most probable value and the probable error of this value.
   (*b*) When the observations are taken at times t and t_1, and the quantity measured varies uniformly with the time, find its most probable value, and the probable error of this value, at another time t_0.
   (*c*) When the same quantity is measured both times, but in such manner that by theory the two observations are subject to equal and opposite errors, find the most probable value and its probable error. 30

5. Explain the formation and solution of the normal equations formed from observation equations involving a number of independent unknown quantities. 15

6. Give and explain two methods of solution of observation equations where the unknown quantities are connected by geometrical relations. 30

7. If in a triangulation, there are n observation points, and r of the lines joining them are observed over in both directions, s in one direction only, how many independent angle and side equations are there? Show how these equations are formed. 30

SYSTEM OF SURVEY.

Marks.

(*Time, 3 hours.*)

1. Show derivation of formulæ in the Manual for radius of curvature and normal to the meridian,

$$R = \frac{a(1-e^2)}{(1-e^2\sin^2\varphi)^{\frac{3}{2}}}$$

and

$$N = \frac{a}{(1-e^2\sin\varphi)^{\frac{1}{2}}};$$

also of $\log(N \sin 1'') = \frac{1}{3}\log(R \sin 1'') + \frac{2}{3}\left\{(\log a + \log \sin 1'' + 2Mn)\right\}$

where M is the modulus of the common system of logarithms, and $n = \frac{a-b}{a+b}$. 25

2. A block of 3,500,000 acres in British Columbia adjoins the 120th meridian. It is bounded by two meridians and by two parallels of latitude. Along the 120th meridian it extends northward from the 19th Base over 12 townships.

   Supposing the Fourth System of Survey to extend over the above area, express the position of the western bounding meridian at its northern and southern limits in terms of the survey system. 25

3. On the G. T. P. survey a tangent is started with an azimuth of N. 50° W. from the post at the N.E. angle of Sec. 36, T. 31, R. II W. of the 2nd meridian, and is run for 65 miles. Describe the position accurately with reference to section, township, range, of its northwest end. 25

4. A point is due west a hundred miles from the post on the 3rd meridian, and on the 4th Base line. The general elevation of the country is 2,000 ft. above sea-level. What is the position of the point with reference to the survey system? 25

5. In an observation in the vertical of Polaris for time, show the evaluation of p in the formula $t = p\ (\tan\varphi - \tan\delta)$, and give formulæ for rigorous solution of hour angle. 25

6. (*a.*) How is the deflection angle 7′ 06″.9 on the 14th Base, accurately turned off when the instrument only reads 20″?

   (*b.*) What is the position of the North Pole with reference to the Third System of Survey?

   (*c.*) If the 17th Base is run in the summer, mean temperature 87° F., over 23 ranges, and the 18th Base in the winter, mean temperature minus mark 23° F., also over 23 ranges, each without correction for temperature. What would be the anticipated jog on the 17th Correction Line, Ranges 23 and 24? 25

SESSIONAL PAPER No. 25b

THEORY AND USE OF INSTRUMENTS.

(Time, 3 hours.)

	Marks.
1. What are the causes of axial spherical aberration, coma, astigmatism, curvature of field and distortion, in an object glass? What is their effect and how do they vary with the aperture and focal length?	20
2. Find the angular value of one revolution of the micrometor screw of a zenith telescope.	20
3. How are the eccentricity and errors of a graduated circle ascertained?	20
4. Describe the adjustments of a dumpy level.	20
5. How is a chronometer adjusted for variations of temperature? From a set of observed rates, to deduce an empiric formula for temperature correction.	15
6. Describe the different methods for measuring the inequality of pivots of a transit instrument.	20
7. Explain how the tube of a thermometer is calibrated and how it is graduated.	15
8. Describe hygrometric observations with a wet bulb thermometer. Theory of the method.	20

MINERALOGY AND GEOLOGY.

(Time, 3 hours.)

	Marks.
1. Describe the occurrence of nickel in the Sudbury district, with what other metals is it associated, and how is the ore treated to produce matte?	7
2. Show by diagram the geological formation in a vertical section between North Bay and Toronto.	7
3. How are limestones of different geological epochs distinguished. How are selenite, calc-spar, quartz crystal distinguished?	7
4. Draw a rough map of the Dominion and show where the commercial mines are located, indicating the nature of the respective mines.	7
5. Define—strike, dip and syn—and anti-clinal, cleavage, unconformable, fault, dyke, stope, level, drift, bloom, matte.	7
6. Describe the occurrance of cobalt and silver near Lake Temagami. What evidence is there for the probable occurrence of diamonds in Canada?	7
7. Describe our various iron ores and method of reduction to iron and steel.	8

TRIGONOMETRICAL LEVELLING, &c.

(Time, 3 hours)

Marks.

1. Explain the different methods of determining differences of level between two points, stating precautions necessary in the observations and the corrections which must be applied to secure the greatest possible accuracy. Compare the advantages of the different methods in different circumstances. 13

2. What effect will local deviations of the plumb line have upon differences of level as determined by any method? Is it possible that this cause should produce discrepant results from different methods? 13

3. Describe the pendulum observation for determining the acceleration of gravity. What corrections are applied for instrumental errors, and what for the locality of the place of observation? 13

4. How may the ellipticity of the earth and its mean density be found from pendulum observations? 11

TERRESTRIAL MAGNETISM

(Time, 3 hours.)

Marks,

1. Define a magnetic pole of the earth. How does the earth differ in this respect from a bar magnet? How may poles of declination, inclination and intensity be distinguished from one another? 19

2. Describe the observation for magnetic force with the magnetometer and deduce the formulæ for reduction. 19

3. In the observation for dip show how various errors are eliminated by the reversals. What is gained by repeating the observations with another needle? 19

4. Show how to transform the numerical value of the force from one system of units to another. If the force is 13 in the foot, grain, and mean time second system, what will it be when the yard, grain, and sideral second are the units of length, mass and time respectively? 18

APPENDIX No. 44 TO THE REPORT OF THE SURVEYOR-GENERAL.

Descriptions of surveyed townships submitted by Dominion land surveyors during the year ending June 30, 1906.

The townships of which descriptions are given are tabulated below :—

Township.	Range.	Meridian.	Township.	Range.	Meridian.
21	3	East of Principal.	4	17	West of Second.
5	9	" "	18	17	" "
6	9	" "	20	17	" "
8	9	" "	26	17	" "
5	10	" "	49	17	" "
5	11	" "	50	17	" "
6	11	" "	3	18	" "
7	11	" "	4	18	" "
8	11	" "	5	19	" "
1	12	" "	6	19	" "
2	12	" "	7	19	" "
3	12	" "	8	19	" "
4	12	" "	5	20	" "
5	12	" "	6	20	" "
6	12	" "	7	20	" "
7	12	" "	8	20	" "
1	13	" "	5	21	" "
S. ½ 7	13	" "	6	21	" "
2	14	" "	7	21	" "
17	1	West of "	8	21	" "
18	2	" "	45	21	" "
19	3	" "	5	22	" "
20	3	" "	6	22	" "
19	4	" "	7	22	" "
20	4	" "	8	22	" "
19	5	" "	45	22	" "
20	5	" "	5	23	" "
20	6	" "	6	23	" "
27	15	" "	7	23	" "
28	15	" "	8	23	" "
27	16	" "	5	24	" "
28	16	" "	6	24	" "
18	21	" "	7	24	" "
19	21	" "	8	24	" "
18	22	" "	45	24	" "
19	22	" "	4	25	" "
19	23	" "	6	25	" "
20	23	" "	7	25	" "
37	29	" "	8	25	" "
38	30	" "	10	25	" "
10	31	" "	6	26	" "
10	32	" "	7	26	" "
36	5	" Second.	8	26	" "
36	7	" "	10	26	" "
25	8	" "	10	27	" "
26	8	" "	11	27	" "
33	8	" "	12	27	" "
25	9	" "	6	28	" "
34	9	" "	4	29	" "
37	9	" "	5	29	" "
37	10	" "	22	6	" Third.
37	11	" "	22	7	" "
27	12	" "	48	8	" "
39	12	" "	48	9	" "
40	12	" "	27	12	" "
38	13	" "	28	12	" "
39	13	" "	12	13	" "
40	13	" "	27	13	" "
41	13	" "	28	13	" "
49	13	" "	27	18	" "
38	14	" "	28	18	" "
39	14	" "	29	18	" "
40	14	" "	31	18	" "
41	14	" "	32	18	" "
42	14	" "	33	18	" "
49	14	" "	34	18	" "
49	15	" "	27	19	" "
50	15	" "	28	19	" "
49	16	" "	32	19	" "
50	16	" "	33	19	" "
3	17	" "	34	19	" "

Descriptions of surveyed townships submitted during year ended June 30, 1905.—*Con.*

Township.	Range.	Meridian.	Township.	Range.	Meridian.
27	20	West of Third.	34	9	West of Fourth.
28	20	" "	35	9	" "
32	26	" "	36	9	" "
3	29	" "	27	10	" "
4	29	" "	28	10	" "
3	30	" "	29	10	" "
4	30	" "	30	10	" "
27	1	" Fourth.	31	10	" "
28	1	" "	32	10	" "
29	1	" "	33	10	" "
30	1	" "	34	10	" "
31	1	" "	35	10	" "
32	1	" "	36	10	" "
49	1	" "	42	10	" "
50	1	" "	27	11	" "
51	1	" "	28	11	" "
52	1	" "	29	11	" "
53	1	" "	30	11	" "
27	2	" "	31	11	" "
28	2	" "	32	11	" "
29	2	" "	33	11	" "
30	2	" "	34	11	" "
31	2	" "	35	11	" "
32	2	" "	61	11	" "
49	2	" "	62	11	" "
50	2	" "	63	11	" "
51	2	" "	64	11	" "
52	2	" "	27	12	" "
53	2	" "	28	12	" "
27	3	" "	29	12	" "
28	3	" "	30	12	" "
29	3	" "	31	12	" "
30	3	" "	32	12	" "
31	3	" "	33	12	" "
32	3	" "	34	12	" "
33	3	" "	35	12	" "
52	3	" "	58	12	" "
53	3	" "	59	12	" "
27	4	" "	60	12	" "
28	4	" "	61	12	" "
29	4	" "	62	12	" "
30	4	" "	63	12	" "
31	4	" "	64	12	" "
32	4	" "	12	13	" "
33	4	" "	27	13	" "
34	4	" "	28	13	" "
27	5	" "	29	13	" "
28	5	" "	30	13	" "
29	5	" "	31	13	" "
30	5	" "	32	13	" "
31	5	" "	33	13	" "
32	5	" "	34	13	" "
33	5	" "	35	13	" "
34	5	" "	59	13	" "
32	6	" "	60	13	" "
33	6	" "	61	13	" "
34	6	" "	62	13	" "
35	6	" "	60	14	" "
29	7	" "	61	14	" "
30	7	" "	62	14	" "
31	7	" "	62	14	" "
32	7	" "	63	14	" "
33	7	" "	64	14	" "
34	7	" "	61	15	" "
35	7	" "	62	15	" "
27	8	" "	63	15	" "
28	8	" "	64	15	" "
29	8	" "	60	16	" "
30	8	" "	61	16	" "
31	8	" "	62	16	" "
32	8	" "	63	16	" "
33	8	" "	64	16	" "
34	8	" "	60	17	" "
35	8	" "	60	18	" "
52	8	" "	56	20	" "
27	9	" "	32	21	" "
28	9	" "	33	21	" "
29	9	" "	34	21	" "
30	9	" "	35	21	" "
31	9	" "	32	22	" "
32	9	" "	33	22	" "
33	9	" "	34	22	" "

Descriptions of surveyed townships submitted during year ended June 30, 1905.—*Con.*

Township.	Range.	Meridian.	Township.	Range.	Meridian.
58	22	West of Fourth.	76	8	West of Fifth.
59	22	" "	24	9	" "
66	22	" "	53	9	" "
32	23	" "	76	9	" "
58	23	" "	24	10	" "
59	23	" "	25	10	" "
59	27	" "	76	10	" "
60	27	" "	25	11	" "
35	28	" "	26	11	" "
37	28	" "	76	11	" "
38	28	" "	76	12	" "
13	29	" "	76	13	" "
13	1	" Fifth.	76	14	" "
39	1	" "	76	15	" "
58	1	" "	76	16	" "
59	1	" "	76	17	" "
60	1	" "	76	18	" "
73	1	" "	76	19	" "
74	1	" "	76	20	" "
75	1	" "	76	21	" "
76	1	" "	76	22	" "
13	2	" "	76	23	" "
15	2	" "	76	24	" "
46	2	" "	76	25	" "
59	2	" "	19	15	" Sixth.
76	2	" "	20	17	" "
6	3	" "	7	22	" "
7	3	" "	8	22	" "
53	3	" "	9	22	" "
59	3	" "	11	22	" "
76	3	" "	4	23	" "
44	4	" "	5	23	" "
48	4	" "	6	23	" "
49	4	" "	6	23	" "
50	4	" "	9	23	" "
76	4	" "	10	23	" "
35	5	" "	11	23	" "
42	5	" "	12	23	" "
43	5	" "	13	23	" "
44	5	" "	10	26	" "
76	5	" "	11	26	" "
34	6	" "	15	27	" "
42	6	" "	16	27	" "
43	6	" "	17	27	" "
44	6	" "	18	28	" "
54	6	" "	4	29	" "
76	6	" "	5	29	" "
26	7	" "	6	29	" "
76	7	" "	7	29	" "
24	8	" "	8	29	" "
53	8	" "	9	29	" "
55	8	" "	20	..	East of Coast Meridian.
56	8	" "	39	..	West " "
57	8	" "			

Townships east of the principal meridian.—Range 3.

Township 21.—The country is very wet, and wood, water and game are plentiful. —*Geo. A. Grover, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 9.

Township 5.—The greater part of the soil in this township is unfit for farming purposes, being of a very sandy nature with about 10 inches of sandy loam and a sand or gravel subsoil, except in the spruce and tamarack swamps, where the soil is a black loam, but until cleared and drained unfit for cultivation. Nearly all the surface

is covered with timber. The western and northwestern part being mostly spruce and tamarack from four to ten inches in diameter; while the eastern and southeastern part is jackpine and brulé, the jackpine averaging about seven inches in diameter. There is no hay to be found in the township. The water, which is found wherever the spruce and tamarack is growing is of first-class quality. A few small creeks are to be found which contain good, pure water. The land is not liable to be flooded but in wet seasons the swamps are wet. Wherever the jackpine is to be found there is no water of any kind, except what can be obtained by digging. There are no water-powers. Fuel can be had in large quantities both in this and in the adjacent townships, consisting of tamarack, spruce, jackpine and poplar. There are no stone quarries, coal nor lignite veins. There is very little game to be found, but moose, deer and bears are to be found, in the township to the north. The township is well travelled with good trails leading to Marchand, Ste. Anne and other points along the Canadian Northern railway, which passes through the western part of the township. The station of Bedford is situated on section 9, from where a large quantity of wood is shipped.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 9.

Township 6.—The soil of this township is nearly all first-class for farming purposes, being a black or sandy loam with clay subsoil, with the exception of parts of sections 1 and 12 which are for the greater part sandy ridges. The southern part of this township has nearly all been burnt over, but the timber is still standing and underbrush has grown up. The timber averages about six inches in diameter and is equally distributed over the township. The timber is mostly spruce and tamarack with some cedar. There are very few hay sloughs to be found, but by having some clearing done large quantities of hay could be had. All the water is of first-class quality. A few small creeks are to be found and excellent water can be had by digging in almost any part of the township. There are no water-powers, stone quarries, lignite veins nor minerals of any kind to be found. All through this district game is plentiful, consisting of moose, deer, black bears, wolves and foxes. Trails run through the township going to Woodridge, Bedford and Ste. Anne, towns on the Canadian Northern railway.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 9.

Township 8.—The greater part of the soil in this township is suitable for farming purposes, being a black or sandy soil with a clay subsoil. The greater part of the township is also covered with bush, but of such a nature that it will not be hard to clear especially in the southwest quarter of the township. The remaining part of the township is mostly covered with heavy bush, consisting principally of spruce, tamarack and jackpine from five to twelve inches in diameter. The jackpine is to be found in the southeast of the township and the spruce and tamarack in the north half. There is very little hay to be found except on sections 17, 18, 19 and 20, but it is very plentiful in the township to the west. Water is very plentiful and of first-class quality in the creeks and swamps. There are no water-powers and the land is not liable to be flooded. Fuel is very plentiful all through this section of the country, such as jackpine, spruce, tamarack and poplar. There are no stone quarries, coal nor lignite veins nor minerals of any kind to be found. Game consisting of moose, deer and black bears is very plentiful. The Dawson trail passes through the middle of the township from east to west, going to Ste. Anne, a village of about five hundred inhabitants, which is about twenty miles east on the main line of the Canadian Northern railway. Richer post office is situated about five miles west of this township, where there is also a school.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 10.

Township 5.—The land in this township is almost useless for farming purposes, the soil being a sandy loam from one to three inches in depth with a sand or gravel subsoil. The surface is mostly rolling or undulating, and the greater part is covered with bush, which consists principally of jackpine from two to six inches in diameter, with jackpine, poplar and willow scrub. Some spruce, tamarack and cedar is to be found in the northeastern part of the township. There is very little hay to be found in the township only a few small sloughs. The water is fresh in all the sloughs, swamps and small creeks, and good water can be had by digging from sixteen to twenty feet. There are no water-powers, stone quarries, coal nor lignite veins to be found. The climate is the general Manitoba climate with no summer frosts. Wood for fuel, consisting of jackpine, tamarack and spruce can be had in large quantities, both in this township and all through the surrounding district. Moose, deer and bear are very plentiful throughout the district. Trails going to Woodridge, a station on the Canadian Northern railway, seven miles to the south, pass through the western part of the township.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDAN.

Range 11.

Township 5.—The greater part of the land in this township is not desirable for farming purposes at present, as it is covered mostly with heavy bush, and in many places tamarack and spruce swamps with considerable muskeg in the northeastern portion partly covered with bluffs of tamarack about three inches in diameter. A great deal of this part is almost impassable, except where the tamarack bluffs are, on account of it being a floating bog. The soil, however, is mostly a black loam. There are a few good quarter-sections on the southwestern part of the township which are mostly covered with poplar and thick willow and poplar scrub. Nearly all the land is level. The tamarack and spruce vary in size from three to fifteen inches in diameter and are to be found principally in the northwest and southeast quarters of the township. The east half of section 16 and the southern part of sections 2 and 3 are about the only places where hay can be obtained. The water which can be had in almost any part of the township is of first-class quality, and can be had in large quantities. The land is not liable to be flooded, but in rainy weather the swamps are mostly covered with water. A number of small creeks are to be found in the township and one somewhat larger than the rest passes through the southwestern part. The water in all the creeks is first-class. There are no water-powers, stone quarries, coal nor lignite veins to be found in the township. Wood for fuel can be had in large quantities, and in all the townships adjacent, consisting of jackpine, poplar, spruce and tamarack. Moose, deer, caribou and black bears are very plentiful all through this district. A trail leaving the township in section 3 goes to Woodridge, a station on the Canadian Northern railway, where there are stores, schools, a post office and a church.—*John Molloy, D.L.S., 1905.*

TOWNSHIP EAST OF THE PRINCIPAL MERIDIAN.

Range 11.

Township 6.—Only the northern boundary of this township has been surveyed. The easterly five miles of this boundary is located on rolling sandy land about half to two-thirds of which is timbered with jackpine from two to eight inches in diameter. The northerly boundary of section 31 is spruce and tamarack swamp in which the timber varies from spruce scrub two inches up to six or eight inches in diameter.

There is a portable saw-mill near the south boundary of section 32.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 11.

Township 7.—The surface of the township is level to rolling. The Dawson road crosses it in a southeasterly direction and a trail known as the Mennonite road runs southerly from the Dawson road and crosses the southwestern portion of the township. The Dawson road is located on a sandy ridge from a quarter to a half mile in width and another sandy ridge embracing rather more than the southerly halves of sections 2 to 6. With these exceptions the balance is nearly all spruce and tamarack swamps. Whitemouth river enters the township at the southeast corner of section 13 and flows out of the township across the east boundary of section 36. This river has an average width of about one chain, and a fairly rapid current in places, but was so firmly frozen over at the time of survey that it is difficult to give any estimate of its volume. The banks are twelve to forty feet in height and water-powers could be secured by damming but the flow of the river is so small at certain seasons of the year that they would be of very little practical value. There is a little soil of fair quality along Whitemouth river timbered with poplar, birch and spruce, but most of the soil on the dry land is very light and sandy while the swamps are moss and peat, of no value for agriculture unless drained.

About three-quarters of the township is timbered with spruce and tamarack with jackpine on the ridges. Very few trees are over eight inches in diameter. No hay land was seen. The water is of good quality and abundant. No stone quarries were seen but part of the land along the Dawson road, near Whitemouth river, is thickly strewn with large granite boulders. No minerals occur. Moose and spruce partridge are fairly numerous. The township is of very little value except for its fuel timber.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 11.

Township 8.—Most of the south half of this township consists of sandy ridges with scattered clumps of jackpine and poplar; and the greater part of the north half is spruce and tamarack swamp. The soil on the ridges is very light and sandy and of little or no value for agricultural purposes, while the soil of the swampy portion is chiefly moss and peat, too wet for cultivation unless drained. Nearly all the timber is under eight inches in diameter and of very little value except for fuel, of which there is an abundant supply. No hay was seen. The water is good and very easily obtained. No water-powers occur. Fuel is abundant. No stone quarries nor minerals occur. Moose and spruce partridge are fairly plentiful. The township is of very little value except for its fuel timber.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 1.—The eastern part of this township is unfit for farming purposes, the soil being of a very sandy nature. In the central part where spruce and tamarack swamps prevail, the soil is black loam and will produce all kinds of farm produce, when the land is cleared and cultivated. The surface is principally covered with timber, the eastern part with jackpine and the centre with tamarack and spruce. There is very little scrub. In the eastern part the jackpine is from three to six inches in diameter and in the central part the spruce and tamarack varies from four to eight

inches in diameter. There is very little hay to be found in this township. The water is fresh; permanent water can be had by digging from twelve to fifteen feet. Only one small stream was met with. It crosses the meridian between sections 21 and 22. The land is not liable to be flooded. There are no water-powers. The climate is the general Manitoba climate. No frosts occur. Fuel can be had in the district, consisting of jackpine, spruce and tamarack. No coal nor lignite veins, stone quarries nor minerals were found. Moose, black bears, jumping deer and prairie chickens are very plentiful. The Canadian Northern railway passes through the township to the north. Vassar station is situated on section 6, township 2, range 13, where there is a post office and store. The Sprague trail, running from Winnipeg to Sprague, and the Vassar and Pine Valley trail, pass through the township.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 2.—The land in this township is nearly all third-class, being mostly sandy soil with a sandy or gravel subsoil and not very suitable for farming purposes. The great part of this township is covered with bush and scrub, except on the open sand ridges. In the southwestern part there is some spruce and tamarack swamps. The timber varies in size from three to twelve inches in diameter. There is very little hay to be found except in a few small sloughs. The water is all fresh and of first-class quality and can be had in large quantities all through the township, except in the sand ridges. A few small creeks are to be found which have good water. The land is not liable to be flooded. There are no water-powers to be found. Fuel can be had in large quantities all through the township and in the adjoining township, consisting principally of spruce, tamarack and jackpine. There are no stone quarries, coal nor lignite veins nor minerals of any kind to be found. The game consists principally of moose, deer and black bears. Trails pass through the township leading to Badger and Vassar stations, on the Canadian Northern railway, where there are a few small stores and post offices.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 3.—The soil in this township is entirely third-class, being nearly all sandy, with sand or gravel subsoil and would not be suitable for grain growing purposes. It is mostly covered with timber, consisting of jackpine, spruce, tamarack and scrub. The spruce and tamarack are to be found in the southeastern part of the township. The timber varies in size from four to twelve inches in diameter. There is very little hay to be found, except in a few small hay sloughs. The water is of first-class quality and can be had by digging in almost any part of the township. The land is not liable to be flooded. There are no water-powers to be found. Fuel in large quantities ,consisting of spruce, tamarack and jackpine, can be found in all parts of the township and all through this district. There are no stone quarries, coal nor lignite veins or other minerals to be found. The game consists principally of moose, deer and black bears. Trails pass through the township leading to Badger, a station on the Canadian Northern railway, where there are a few small stores and a post office.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 4.—The soil in this township is mostly second or third-class, and the greater part of it will be suitable for farming or grazing when cleared and drained.

The soil is a sandy or black loam with a clay subsoil. The greater part of the township is covered with heavy brush, consisting of spruce, tamarack, poplar, jackpine and cedar from four to fifteen inches in diameter, all of which are equally distributed over the different sections, except in places in the western part of the township where there is second growth poplar and willow scrub to be found. There is very little open prairie to be found. Hay is not very plentiful, but there are a number of small sloughs in the western part where a considerable amount could be had by doing a little clearing. Good water is plentiful all through the township, in small creeks, sloughs and swamps. The land is not liable to be flooded at any time. There are no water-powers. Fuel is very plentiful and can be had all through this section of the country, consisting of spruce, tamarack, poplar, jackpine and cedar. There are no stone quarries, coal nor lignite veins nor minerals of any kind to be found. Game consisting of moose, deer and black bears is very plentiful. The trail from Woodridge to Whitemouth lake passes through the middle of the township from east to west.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 5.—The soil in this township is nearly all fourth-class, and almost useless for farming purposes on account of there being so many almost impassable muskegs and swamps, especially in the northwest quarter of the township, all along the southern two rows of sections. The eastern half of the township is mostly covered with bush, principally spruce and tamarack, from four to eighteen inches in diameter. In the northwest quarter of the township there is a great deal of open muskeg and floating bogs, partially covered with small bluffs of spruce and tamarack. There is scarcely any hay to be found in the township. Water can be had everywhere in the swamps, muskegs and sloughs, all of which is of first-class quality. There are no creeks. Fuel is very plentiful in any part of the township as well as all through this district. There are no stone quarries ,minerals, coal nor lignite veins to be found. Moose, deer and black bears are very plentiful all through this section of the country. There are no trails going into this township, but a few miles to the south is a good trail going to Whitemouth lake and Woodridge.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 6.—Only the north boundary of this township was surveyed and with the exception of about half a mile at the crossing of Whitemouth river is spruce and tamarack swamp in which very little timber is over six inches in diameter.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 12.

Township 7.—The surface is level or gently rolling. The Dawson road crosses the township from east to west near the centre and is located on a broken sandy ridge varying from ten inches to one mile in width. The soil on this ridge is very light sand, and it is partially timbered with jackpine of an average of six inches in diameter, and a few acres of brule, while nearly all the balance is spruce and tamarack swamp with moss and peat soil. Whitemouth river crosses the southwest and northwest corners of the township having a width of about one chain. The depth and rate of current are difficult to give as the river was thickly frozen. The soil on the ridges is very light and sandy and in the lower portions consists of moss and peat too wet for cultivation unless drained. The greater portion of the surface is timbered with

jackpine and with some poplar on the ridges and spruce and tamarack in the swamps. Only a very small proportion of the timber is over six to eight inches in diameter. No hay was seen. Water is very easily obtained and of good quality. Water-power might be developed on Whitemouth river but at certain seasons of the year the flow is so small as to render it of little or no value. Fuel is very abundant. No stone quarries nor minerals occur. Moose and spruce partridge are fairly plentiful.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 13.

Township 1.—The soil in the southwest part of this township is very sandy and unfit for farming purposes. The surface is generally covered with jackpine from three to six inches in diameter, with the exception of section 17, on which there is considerable poplar, spruce and tamarack. There is no hay land in the southwest part of this township. The water is fresh; permanent water can be had by digging from twelve to fifteen feet. The land is not liable to be flooded. There are no water-falls. The climate is the general Manitoba climate. No summer frosts occur. There is plenty of jackpine for fuel. No coal nor lignite veins, stone quarries nor minerals occur. Moose, black bears, jumping deer and prairie chickens are very plentiful. The Canadian Northern railway passes through the northern part ofthis township. The station of Vassar is situated on section 6, in the township to the north, where there is a store and post office. Trails from the south and from Pine Valley settlement to the west pass through this township to Vassar.—*John Molloy, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 13.

Township 7 (south half).—There is a jackpine ridge about half a mile in width crossing the south boundary on sections 1 and 2. This ridge is thickly timbered with jackpine, six to eight inches in diameter. The Dawson road crosses the township a little south of the centre on a broken narrow ridge, timbered with small jackpine and scrub. There are long areas of open swamp and muskeg, principally in the southeast quarter of the township, and the balance is timbered with black spruce and tamarack, only a small proportion being over six inches in diameter. The soil on the ridges is very light sand while the balance is wet and swampy. No hay was seen. The water is good and abundant. No water-powers occur. Fuel is abundant. No stone quarries nor minerals were found. Moose and spruce partridge are fairly plentiful.—*W. A. Ducker, D.L.S., 1905.*

TOWNSHIPS EAST OF THE PRINCIPAL MERIDIAN.

Range 14.

Township 2.—The greater part of this township consists of sandy loam with clay subsoil. When the land is cleared and cultivated it will be suited for farming purposes. In the swamps the soil is a black loam. All of the township is covered with bush and scrub, consisting principally of poplar, spruce, tamarack, cedar and thick willow scrub. The cedar, tamarack and spruce are principally on sections 6, 7, 8, 17, 18, 23 and 24, being from five to ten inches in diameter. Sections 1, 2 and 3 are tamarack swamps, the average diameter of the tamarack being about three inches. The northwestern part of the township is mostly tamarack swamps and some open muskeg. The remaining part of the township consists principally of undulating land covered with poplar and underbrush. There is very little hay land to be found in this township. The water is all of first-class quality and plentiful. Mud creek, a stream about

twenty feet wide and ten feet deep, passes through the southwestern corner of the township. The land is not liable to be flooded, but when the rains are heavy, the greater portion of the township is wet. There are no water-powers. The climate is temperate and no summer frosts occur. Fuel can be had in large quantities in this and in the adjoining townships, consisting principally of spruce, tamarack and poplar. There are no stone quarries, coal nor lignite veins to be found. Moose, deer and black bears are very plentiful all through this district. Trails, from the township to the south, lead up to the southern part of this township. The Canadian Northern railway passes through the centre of the township to the south, where Sprague village is situated.—*John Molloy, D.L.S. 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 1.

Township 17.—Access to this township is best by road from Teulon or Stonewall. However, a road runs around the north end of Shoal lake connecting these with a road to Oak Point. The soil is generally a good clay loam with a gravel subsoil in most places. Considerable tracts have been cleared and otherwise prepared for growing grain, especially in the northern row of sections and in section 22, with every prospect of a successful result. As cattle raising is already extensively followed, it would seem that mixed farming would be the most suitable for this township. The township is very slightly rolling and is generally made up of scrub land and hay swamps. Some poplar woods were noticed but the timber is of small size and, generally, is of no great importance. Hay swamps are plentiful in most of the townships and produce large quantities of excellent hay. Surface or swamp water is often found and is mostly of fairly good quality. Good water, however, can easily be got by digging wells. There are no streams nor water-powers. The climate, is of course, similar to that of central Manitoba. Wood is the only fuel and it will be scarce in a few years. No stone quarries nor minerals of value were noticed. A few deer and tracks of moose were seen, but generally speaking game is becoming scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 2.

Township 18.—Access to this township is easy by way of Teulon on the Canadian Pacific railway, or by way of Oak Point on the Canadian Northern railway. The soil is of fair quality, but being only a few inches in depth with a subsoil of gravel, the township would not appear to be a desirable one for raising grain. However, a number of settlers have incurred the expense of removing the stones from their land, and the result in crops of grain is said to be satisfactory. Along and near Shoal lake, however, the land is better suited for cattle raising. Hay is found in large quantities in all sections lying near Shoal lake and occasionally in other parts of the township. Running or surface water is scarce, but good water is easily got by digging wells. Timber of any value is scarce and was noticed only on sections 13, 14, 33 and 34. It is composed of poplar and some oak of fair size. In all other sections the land is mostly covered with scrub. There are no water-powers, and no stone quarries nor minerals of value were noticed. Game is generally scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 3.

Township 19.—This township can be easily reached by existing roads from Oak Point. The soil is of fair quality, but as it is of no great depth, and is stony with mostly a gravel subsoil, it can generally be only rated as second-class. Grain can, no

doubt, be grown, but everything seems to show that cattle raising and dairy farming would be the most suitable occupation in the township. The surface is very slightly undulating and is mostly scrub land and hay swamps with some scattered tracts of scrubby prairie. Timber is sometimes seen but is generally of small size and of value only to settlers for fuel and building purposes. Hay swamps can be found all over the township producing large quantities of excellent hay. Surface water on the lines surveyed was not plentiful last season and generally it was not good, while the water in wells was not reliable. However, some ponds and lakes are always reliable and therefore plenty of water can always be found for stock within reasonable distance. There are no streams and therefore no water-powers. The climate is similar to that of the central parts of Manitoba, and therefore is suitable for grain raising. The only fuel is wood and it is not found in any great quantities. No stone quarries nor valuable minerals were found. Game of all kinds, except ducks, is scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 3.

Township 20.—Access to this township is easy by existing trails or roads from Oak Point. The soil is of good quality but is, generally, only a few inches in depth and has, mostly, a gravel subsoil. It is also stony and as the removal of these stones would be expensive the township, at present, is better suited for cattle raising and dairy farming than for any other purpose. The land is very nearly level and is composed of scrub land, hay meadows, marshes or ponds and poplar woods, the scrub land being the greatest in area, and the others in their relative proportion as written. The timber is mostly on the northerly row of sections and large ponds or small lakes occupy most of the southwesterly corner of the township. Elsewhere is found scrub and hay meadows generally. Hay is plentiful and is distributed fairly over the township. The surface water, as found in marshes, &c., is mostly fresh and the supply permanent and sufficient. There are no streams and no water-powers. The climate is suitable for any kind of farming as it is carried on in Manitoba. Wood is the only fuel in this locality but is not plentiful, except on the northerly row of sections. No quarries of stone nor minerals of any value were noticed. Some deer were seen, but generally, game of all kinds is getting scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 4.

Township 19.—This township can be best reached by wagon road from Oak Point. The land is mostly stony and the soil is not of much depth, with, generally, a gravel subsoil. Grain, however, can be grown in many places, but at present the settlers are chiefly engaged in cattle raising and dairy farming. I think this township would be suitable for mixed farming. The land, in the part surveyed, is nearly level and is composed of prairie, scrub land and hay meadows. The prairie land appears to cover about the southwest half of the township and the scrub the northeast half, while the hay of the meadows is found in all parts. There is no timber of any commercial value. Hay is generally fairly abundant, and appears to be about evenly distributed. Water when found was fairly good. The settlers, however, now depend, mainly, on wells for their supply. As there are no streams, there can be no water-powers. The climate is suitable for any kind of farming now carried on in Manitoba. Fuel will soon be scarce in this locality. No stone quarries nor minerals of value were noticed. Game is becoming scarce; a few ducks, only, were seen.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 4.

Township 20.—This township can be reached by existing roads from Oak Point station on the Canadian Northern railway. The soil is of good quality but is generally shallow and stony, with a gravel subsoil. In its present condition the land is better suited for cattle raising and dairy farms, than for any other purpose. The surface is generally nearly level and is made up of scrub land, hay land, marshes, some prairie and a few scattered bluffs of poplar mostly of poor quality. Hay land is found in almost every quarter section in this township, growing large quantities of hay of excellent quality. Water is plentiful and the supply generally permanent. The settlers, however, generally have wells in which the quality of the water is much better. There are no streams and therefore no water-powers. The climate is suitable for any kind of farming followed in Manitoba. Wood is the only fuel, and in quantity is only sufficient for the present wants of the settlers. No stone quarries nor valuable minerals were seen. Ducks in season were plentiful. Other game is becoming scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 5.

Township 19.—Access is easy to this township by existing roads from Oak Point. The soil is good, though not deep, and has generally a gravel subsoil, but if the land were cleared of stones good crops of grain might be grown. In its present state, however, it is better suited for cattle raising and dairy farming, an occupation already extensively followed in this and most other townships in this district. The land is nearly level and is composed of scrub land, prairie, hay meadows and marshes. The marshes are larger in area in the northerly sections of the township but generally the prairie, meadows and scrub are not confined to any particular locality, but are fairly distributed over the land. Timber, of any value, was not noticed. Surface, or swamp water, of fair quality is plentiful. The settlers, however, now depend on wells for their supply. There are no streams nor water-powers. The climate is the same as that of central Manitoba and is therefore suitable for any kind of farming now followed in that country. Fuel in this township is now becoming scarce. I saw no stone fit for quarries and no minerals of value. Ducks are fairly plentiful during their season but other game is very scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 5.

Township 20.—Access to this township is easy by roads from Oak Point. The soil is of good quality but as it is generally shallow and has a gravel subsoil it is not very suitable for grain growing. Cattle raising is followed, almost exclusively, by the settlers and for that purpose this township is well adapted though grain raising could, no doubt, be followed in some sections. The land is nearly level and is made up of meadows, marshes and scrub or woodland in about equal proportions. The woods are poplar of small size, generally, and are fairly distributed over the sections surveyed, but of value only to the settlers for building and fencing material. Water is plentiful and generally of good quality. Swan creek enters the township near the northwest corner of section 31 running in a southeasterly direction and soon empties into a large marsh. It reappears as a creek in sections 29, 28 and 21 and again in sections 15 and 16. The climate is, of course, similar to that of central Manitoba. Wood is the only fuel in this locality. No stone quarries nor minerals of value were noticed. Game of all kinds is scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 6.

Township 20.—No difficulty is found in reaching any part of this township by roads now open to Oak Point. The soil is of good quality but as it is only a few inches in depth, is stony, and has a gravel subsoil it cannot be generally rated better than second-class, and for the same reasons this township is, at present, more suitable for raising cattle than for any other purpose. Potatoes and other vegetables are generally a good crop, and in the very few cases where the settler cleared the land of stones, good crops of grain were grown last season. The land is nearly level, and on the part surveyed is composed of woods, scrub land and hay swamps, the woods and scrub being about equal in proportion. The timber will average about seven inches in diameter and at present has no commercial value, other than supplying the settlers with building and fencing material. Sections 1, 2 and 3 may be classed as meadow land with scattered bluffs of woods and scrub and the land bordering on Lake Manitoba has the same general character. There are no streams nor water-powers. Fair water is usually found in the swamps and is generally easily got by digging wells. I noticed no summer frosts. Wood is the only fuel here, but it is sufficiently plentiful to last many years if it is taken care of. Fixed limestone was noticed in section 34 and in section 29. In the latter section some lime had been manufactured. No minerals of any value were found. Ducks are plentiful around Lake Manitoba but other game is very scarce.—*Edgar Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 15.

Township 27.—The township is reached by a fair trail from Ochre river which runs direct to the township. The soil is generally a black loam with clay or gravel subsoil, suitable when drained for mixed farming. The surface is generally timbered with small poplar and willow undergrowth, interspersed with hay and other marshes. The timber is poplar and but little of it exceeds eight inches in diameter. The larger timber is scattered, probably the best being in the eastern part of the township. Hay can be procured in many of the marshes but in a wet season few if any of the marshes can be entered. The water is fresh and in spring about half the surface is flooded to a depth of from six inches to two feet. The surface is very level and little above the level of Dauphin lake. There are no streams and no chance for water-power. The climate is that of Dauphin district, and summer frosts are not common. Wood is plentiful for fuel. There are no stone quarries. There are no economic minerals. Moose and elk are quite numerous in this district. A few jumping deer were also noticed.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 15.

Township 28.—This township is reached by a trail from Ochre river through township 27, range 15. The trail is very good in winter and summer but often impassable in spring time. The soil is generally a deep black loam suitable for grain growing. The surface is generally timbered with small poplar and willows with a number of sloughs especially in the northeast part . The largest poplar is about twelve inches in diameter but there is not much of this size. Most of the bush will run from four to six inches in diameter. Hay is cut in some of the sloughs now and in a dry season as during the past fall nearly all the sloughs could be mowed around the edges. The grass is coarse slough grass but great quantities of it could be obtained except in a wet season. Little water is found, except marsh water, which is not alkaline. The

supply in the deeper marshes is permanent but wells are easily dug and the water procured from these is much better than the marsh water. In the spring the township is probably one-half under water from six inches to six feet deep. The streams carrying off this water are slow but generally dry up in August or September. There are no rapids, falls or water-powers. Summer frosts are not frequent the climate being similar to that of Dauphin. Wood is the only fuel obtainable. There is no coal or lignite. There are no stone quarries. There are no minerals. Big game abounds, moose and elk being very plentiful A few grouse were also seen. Drains will be a necessity for parts of this township as at the present time many of the marshes hold water the year through.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 16.

Township 27.—The soil is generally a black loam with clay subsoil suitable when cleared and drained for mixed farming. A trail from Ochre river to East Bay and thence to this township renders it easy of access. The surface is timbered with small poplar and willow generally averaging three inches in diameter. In many places marshes are found and some few poplar and spruce trees up to ten inches in diameter are scattered over the township. Hay can be procured in many of the marshes in a dry season. It is a coarse marsh grass. The water is fresh, but supply is doubtful during the whole season. There are no streams and no chances of water-power. In the spring much of the surface is flooded, especially the marshes and surrounding lands, but this usually dries up by fall. The climate is that of Dauphin district with few summer frosts. Wood is easily obtainable for fuel in the township. No coal or lignite veins were observed. There are no stone quarries nor minerals of any kind. Moose, elk and jumping deer were seen in this township.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 16.

Township 28.—The township is reached by trail from Ochre river or Dauphin through East Bay. The trail is bad in a wet season but very good in winter or fall. The soil is a good black loam suitable for grain growing but rather stony in places. The surface is generally covered with small poplar much of which is dead. There are numerous open sloughs in the northern part. Some of the timber is large enough for building but none fit for lumber. Plenty of coarse slough hay can be obtained in dry seasons in the sloughs. The water is generally fresh but the sloughs nearly all dry up in a dry season. There are no streams and no chances of water-power. The climate is that of Dauphin. Summer frosts are not frequent. Wood is the only fuel available and is plentiful in the township. There is no coal or lignite. There are no stone quarries but loose boulder stone is found in places throughout the township. There are no minerals. Moose, elk and jumping deer are plentiful. If this township is drained all of it will be suitable for agriculture. At some seasons as last spring the surface is about one-half under water, but this gradually dries up and this fall little water was obtainable in the township.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 21.

Township 18.—This township can be reached by the Rossburn branch of the Canadian Northern railway, which passes through it. The soil is a deep rich loam underlaid by a good clay subsoil and should be suitable for mixed farming. The surface of the township is rolling and much broken by lakes and sloughs, in the northern and western

parts. Most of the sections have considerable scrub and some large timber as will hereinafter be described. Very little hay occurs in this township excepting on the river flats. Little Saskatchewan river flows southerly through sections 34, 9, 8, 5 and 6 and the Indian reserve in the central part of the township. The water of this river is fresh. Several small fresh water creeks flow out of some of the sections into this river. The water in Fishing and Dalmas lakes is slightly brackish, while in nearly all the other lakes the water is quite salty. The fuel used is poplar timber and can be obtained in sections 17, 18, 19, 20, 29, 30, 31, 32, 35 and 36, while more or less timber can be secured from almost any of the other sections. No water-powers occur. No stone quarries nor indications of minerals were noticed. The climate seems to vary, for while east of Little Saskatchewan river no summer frosts are reported; west of it frosts do occur. Partridge, wild duck and some moose were seen. Poplar timber measuring up to fourteen inches in diameter was found in different parts of sections 17, 18, 19, 20, 29, 30, 31, 32, 33, 35 and 36. Section number 1 is rolling land and scrubby, and is broken in the east half by a lake. Section 2 is broken in the north half by Lake Dalmas but the rest of the section is cultivated land. Section 3 is rolling land covered with scrub, the northwest quarter of which is partly cleared and cultivated. Section 4 is partly cleared and cultivated but is broken to a good extent by lakes and sloughs. Sections 5 and 6 are broken by Little Saskatchewan river. Good hay occurs in the river flats. The southwest quarter and the north half of section 6 and part of the northwest quarter of section 5 is cultivated land. The south half and the northwest quarter of section 7 is also cultivated land. The northeast quarter of sections 7 and 8 are more or less open. Section 8 is broken in the southeast quarter by Little Saskatchewan river as is also section 9 in the west half but the latter is mostly cleared and partly cultivated land. The south half of sections 10, 11, 12 and 13 are rolling and scrubby, while the northwest quarter of 12 is partly cleared and the south half of section 24 is mostly cleared and cultivated. The north half of section 24, east half of section 23 and parts of sections 25, 26, 35 and 36 are broken by Fishing lake but the west half of 26 is mostly cleared and cultivated. Large poplar timber occurs on sections 35 and 36 and section 34 is broken by Little Saskatchewan river. The west halves of sections 17, 20, 29 and sections 19, 30, 31, 32 and 33 are very much broken by salty sloughs and lakes. These sections are very scrubby and some large timber occurs on them. Section 18 is rolling and covered with scrub. There is a trail on both sides of Little Saskatchewan river leading northerly and southerly out of the Kesik-oo-we-ne-ew Indian reserve. Another trail leads through sections 23, 24 and 25 into the township, east. There is another trail winding through sections 19 and 30 to the Galician settlement in the northern part of the township west. The Canadian Northern railway leads through sections 13, 14, 9, 8, 5 and 6.—*Lennox T. Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 21.

Township 19.—This township is situated about fifteen miles northeast of the town of Shoal lake on the northwestern branch of the Canadian Pacific railway from which town it is easily accessible by good wagon roads. The new line of the Canadian Pacific railway passes within about eight miles of the southern boundary and will also afford a ready means of access. The soil is chiefly a rich black loam underlain by a clay subsoil and appears to be well adapted for general farming purposes. The township is divided in a northerly and southerly direction into two distinct parts by the valley of Little Saskatchewan river, which valley consists chiefly of fine open prairie land. That portion of the township west of the valley is of a very rolling and hilly character, whilst the eastern part of the township is very hilly and broken, some of the hills attaining elevations of one hundred and fifty feet above the river valley. The greater portion of the original forest on this township has been destroyed by fires and in

its place has sprung up a heavy second growth of young poplar. Fragments of the original forest still remain on sections 1, 2, 3, 4, 5, 6, 13, 14, 18, 21, 24, 25, 29, 33, 34 and 36. A small sawmill is located upon the north shore of the lake, in section 24, and to it a few logs are still hauled, chiefly from quite distant points. Nothing of any consequence suitable for milling purposes now remains upon the township. Comparatively little natural hay was observed, but the beautiful valley of Little Saskatchewan river affords an abundant supply of good prairie grass. This township possesses the most abundant supply of good fresh water of any in the locality, both in its numerous large lakes and in Little Saskatchewan river which traverses sections 36, 26, 23, 14, 11, 10, 3 and 2. Oak lake covers large portions of sections 4, 5, 8, 9 and 16, whilst another large lake occurs upon sections 12, 13 and 24. Numerous other small lakes, many of them of good size, occur upon other sections and all of them contain fine fresh water and most of them contain abundance of jackfish as well as some other varieties. Although Little Saskatchewan river traverses this township north to south it affords no very considerable water-power so that the sawmill at present being operated on section 24 is run by steam power. This township was surveyed between the 10th and 28th days of March and cold weather was experienced during the greater portion of this time. Good crops were harvested in this locality during the preceding summer and it would therefore appear that no severe summer frosts were experienced and that the climate was suitable for general farming purposes. There is sufficient standing timber remaining to afford fuel for the settlers for some years to come, although it is to be regretted that the great bulk of it has been destroyed by forest fires. No stone quarries and no minerals of economic value are known to exist upon this township. Several varieties of game are found, including moose, jumping deer, black bear, mink, duck, prairie chicken and ruffed grouse.—*J. W. Tyrrell, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 22.

Township 18.—This township can be reached by the Rossburn branch of the Canadian Northern railway, which passes through it. The soil of this township is good, consisting of a deep rich black loam, underlaid by a clay subsoil and would be adapted for any kind of farming, though the chief crop is oats. The surface is rolling and wooded in the northern and eastern parts, but towards the southwestern part it becomes prairie. Good hay is harvested around the sloughs throughout the township. Surface water is plentiful, however, it is mostly salty. A fresh water creek flows southerly through sections 31, 30, 19 and 18. The natural fall of the land being to the south, quite a number of the farms are to a certain extent flooded by the water which is drained from further north. The provincial government are, however, taking steps to relieve the flooded lands of this water. The fuel is mostly poplar wood, and can be secured from any of the sections in the northeastern part of the township. Poplar timber up to fourteen inches in diameter occurs in parts of this township as will be described hereafter. No water-power occur in this township. No stone quarries and no indications of minerals were found. The climate is naturally inclined to be cold, to which cause the growing of oats only can be attributed. Wild ducks muskrats and prairie chickens are plentiful. Several moose were seen. Sections 1, 13, 16, 17, 18, 19, 20, 29 and 30 are more or less open and mostly cultivated. Small poplars and scrub occur in bluffs on some of these sections. Sections 14, 15, 21, 22 and the south halves of 31, 32 and 33 and the west half of 28 are mostly scrubby, though small portions on nearly all of them are cleared and cultivated. The remaining parts and sections in the township are fairly well wooded with black and white poplars up to fourteen and sixteen inches in diameter. Some clearings have been made on most of these latter sections by the Galician settlers and are cultivated. A great number of lakes varying in size occur in the eastern two-thirds of the township. Some contain quite salty water, while in others it is more or less brackish. A number of trails exist

in the northern part of the township, while in the western and southern parts the road allowances are mostly used. The Rossburn branch of the Canadian Northern railway passes through sections 1, 11, 10, 9, 8, 7, and 18.—*Lennox T. Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 22.

Township 19.—This township, situated in the Riding mountains of Manitoba, is about twelve miles northeast of the town of Shoal Lake, on the northwestern branch of the Canadian Pacific railway, from which town it is easily accessible by means of good wagon roads. The Canadian Northern railway is at the present time constructing a road which will pass within about six miles of this township and will afford the easiest means of access. The soil is chiefly a rich black loam underlain by a clay subsoil and appears to be well suited for general farming purposes. The surface is of a rolling character rather than very hilly and is almost entirely covered by a heavy forest of poplar and birch timber. The township is almost entirely covered by a forest of large poplars and in some places groves of birch with a few spruce in some of the northeastern sections. The township being so heavily timbered, contains comparatively little natural hay, although some large hay meadows were observed on sections 22 and 23. Other smaller hay marshes were noted on sections 1, 2, 3, 7, 15, 24, 32, 33, 34, 35 and 36. It is abundantly supplied with fresh water in the form of numerous large lakes, the chief of which covers large portions of sections, 9, 10, 11, 22, 23, 29, 30. 31, 32 and 34. Many smaller lakes occur in other parts of the township. No water-power exists in this township. The survey was performed between the 14th day of February and the 8th day of March and during most of this time cold zero weather was experienced. As to summer frosts I have no definite information other than that good crops were harvested in this locality during the previous summer from which it would appear that no serious summer frosts were experienced and that the climate is suitable for general farming. The heavy forest existing upon this township affords an abundant supply of fuel. At present large quantities of cordwood are being cut and hauled to Shoal Lake and other convenient markets. No stone quarries and no minerals of economic value are known to exist upon this township. Several varieties of game are found, including moose, jumping deer, black bear, mink, duck, prairie chicken and ruffed grouse.—*J. W. Tyrrell, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 23.

Township 19.—This township is situated in the Riding mountains of Manitoba, and is about twelve miles due north of the town of Shoal Lake on the northwestern branch of the Canadian Pacific railway from which place it is accessible by good wagon roads. The Canadian Northern railway is at present undergoing construction through the southwest corner of this township and will afford the easiest route of approach. The soil is chiefly a black loam from two inches to sixteen inches in depth with clay subsoil and appears to be well suited for the raising of general farm produce. The surface of this township is of a rolling rather than a hilly character and for the most part is covered by a heavy growth of poplar and willow scrub. Some prairie is found on sections 2, 3, 4, 6 and 7, while on some of the most northerly sections there is some poplar and birch timber affording a sufficient supply of fuel for present local use. Very little timber of any consequence remains, the original forest having been almost entirely destroyed by fires. Natural hay appears to be somewhat less abundant upon this township than upon some of the others in the vicinity, but natural hay marshes were noted upon sections 1, 2, 4, 5, 13, 14, 15, 28, 29, 33 and 36. Several large sized

lakes occur, the largest being upon sections 21, 22, 23, 24, 25, 26 and 28. No water-power of any consequence is known to occur in this township. The township was surveyed during the months of January and February, during which time the thermometer on one or two occasions registered as low as 40 degrees below zero. The average temperature was about 15 degrees below zero. From the fact that good crops were harvested in this locality during the previous summer it would appear that no serious summer frosts were experienced and that the climate is suitable for the raising of general farm produce. The limited quantity of poplar and birch timber remaining upon this township forms the local fuel supply, almost the whole of the forest having been destroyed by fire. No stone quarries and no minerals of economic value are known to occur in this township. Several varieties of game are found, including moose, jumping deer, black bear, mink, duck, prairie chicken and ruffed grouse.—*J. W. Tyrrell, D.L.S. 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 23.

Township 20.—This township is situated in the Riding mountains of Manitoba, and is about twenty miles due north of Shoal Lake station, on the northwestern branch of the Canadian Pacific railway, but only about six miles north of the newly constructed Canadian Northern railway, from both of which railways it is easily accessible by good wagon roads. It is about equally distant from the post offices of Oakburn and Rossburn at which latter place there are several general stores, a blacksmith's shop, &c. The soil is chiefly a rich black loam underlain by clay subsoil and appears to be well suited for general farming purposes. The surface of this township is considerably broken and hilly and almost entirely covered with timber and heavy scrub, the latter greatly predominating. Poplar, birch and spruce timber, varying from six inches to eighteen inches in diameter is found upon some sections, notably the following : 12, 13, 23, 24, 25, 27, 31, 32, 33, 35 and 36. The remainder of the township is covered by a heavy growth of poplar, willow and hazel scrub. This township possesses a very considerable amount of natural hay in the numerous marshes which may be found chiefly upon the following sections : 1, 3, 6, 7, 8, 9, 10, 11, 13, 14, 16, 17 and 30. It contains no lakes of large size but numerous small lakes and sloughs are scattered over its surface, from which one of the sources of the Little Saskatchewan is obtained. This stream, the headquarters of which lie in sections 28 and 34, flows through sections 27, 26, 23, 14, 11 and 12, and consists of fresh water of good quality. There is no water- power of any consequence; the dimensions of the stream passing through it being only from six to twelve feet in width and from six inches to two feet in depth. This township was surveyed between the first day of December and the 9th of January, during which time the weather was, of course, cold and wintry. As to summer frosts I have no definite information, but from the fact that good crops were harvested in this locality during the previous summer would infer that no serious summer frosts were experienced and that the climate is suitable for general farming purposes. The poplar forests occurring upon this township furnish an abundant supply of fuel for local use, provided it is protected from the ravages of forest fires which have already destroyed so much of the timber of this district. No stone quarries and no minerals of economic value are known to occur upon this township. Several varieties of game are found, moose, jumping deer, black bear, mink, duck, prairie chicken and ruffed grouse.—*J. W. Tyrrell, D.L.S., 1904.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 29.

Township 37.—This township is reached from Bowsman on the Canadian Northern railway by a wagon trail to section 13. This trail we have cut out and continued to

the west side of the township joining a trail made by a surveyor when running the western outline. The soil is mostly clay loam. The surface is rolling and wooded with poplar, spruce and underscrub of willows, alder and hazel. The whole township is covered with woods, spruce and poplar from two inches to twenty-four inches in diameter, spruce predominating in the two northern tiers of sections and on sections 17, 18, 19, 20 and north halves of 7 and 8. A timber berth comprising this is now being surveyed. Some of the poplar in the balance of the township will be fit for sawing into lumber and large quantities of wood fit for fuel will still remain after all trees fit for lumber are cut. Hay is scarce, except probably in the southeast corner of the township. All the water is good. There are a large number of small creeks, which run dry in late summer. No land is liable to flooding to any extent. There are no water-powers. The climate is the same as at Portage plains. Wood is the only fuel. There are no stone quarries, but there are plenty of boulders in the beds of the creeks. No other minerals were noticed. Moose, bears, elk, rabbits and partridges were seen and plenty of wild fruits, consisting of currants, gooseberries, cranberries and bearberries.—*John Francis, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 30.

Township 38 (East boundaries, sections 25 and 36).—The line passes over a rolling country, each undulation being a step higher than the preceding one. The timber is much smaller than farther south and becomes on section 36 mostly jackpine and stunted spruce. The soil is poor, being gravelly knolls and mossy swamps.—*John Francis, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 31.

Township 10.—This township is reached by the Reston and Wolseley branch of the Canadian Pacific railway, which angles northwesterly through sections 24, 23, 22, 27, 28, 29, 32 and 31. The soil of this township is a sharp gritty loam underlaid by a sandy clay subsoil and is adapted for mixed farming. The surface of the land is open rolling prairie where it has not been broken up and cultivated. Loose stone occurs in some parts especially in the beds of some of the sloughs which are all dried up. Traces of alkali are found in the soil in the neighbourhood of the dried up sloughs. Fresh water can be secured by digging wells and is the only source of supply but it is not overly abundant. Good hay is harvested out of the sloughs which are mostly situated in the central and southern parts of the township. No hay meadows of any size were found. No timber exists in this township. No water-powers nor stone quarries, nor traces of minerals were found. Fuel can be secured from Moose mountain, which lies to the southwest about thirty-five miles. In former years and at present some is procured from the valley of Pipestone creek about fifteen miles east, although this source of supply is almost extinct. Coal no doubt will shortly be supplied from some of the stations along the railway. The only existing game are prairie chickens and some sandhill cranes, both of which are scarce. An old cart trail formerly known as the Winnipeg trail crosses through sections 6, 5, 8, 9, 10, 11 and 12. Where it is not ploughed up it is in good condition. A trail also follows along the route of the railway. Several less travelled trails lead northerly and easterly out of this township to some of the towns on the main line of the Canadian Pacific railway. The climate is about average. No summer frosts were reported by the settlers.—*Lennox T. Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE PRINCIPAL MERIDIAN.

Range 32.

Township 10.—This township can be reached by way of the Reston and Wolseley branch of the Canadian Pacific railway, which crosses through sections 36, 35, 34, 33, 32, and 31. The soil of this township is a good deep loam, underlaid by a sort of cemented clay and gravel. It is adapted for mixed farming. The surface is open rolling prairie where it has not been broken up and cultivated. Loose stones occur in the beds of some of the dried up sloughs in various parts of the township. Fresh water can be secured by digging wells and is the only source of supply. Good hay is harvested out of the sloughs which occur mostly in the central and southern parts of the township. No timber exists in this township and no water-powers, stone quarries nor traces of minerals were found. Wood can be secured for fuel from Moose mountain which lies to the southwest about thirty miles. Coal can be secured at Moosimin, but in a short time it no doubt will be supplied from some of the stations along the Reston and Wolseley branch of the Canadian Pacific railway. The only game seen were prairie chickens and sandhill cranes, the latter seeming fairly plentiful. The climate is about the average. No summer frosts were reported by the settlers. An old cart trail known as the Winnipeg trail crosses the southeast quarter of section 1. This trail is in good condition. A trail also follows along the route of the railway. Several smaller trails lead northerly out of this township to Moosimin and other towns on the main line of the Canadian Pacific railway. This and the township east of it are being rapidly settled by industrious farmers and though the land has but recently been broken up, yet good crops of both wheat and oats were harvested in some places.—*Lennox T. Bray, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 5.

Township 36.—The Etoimami river crosses this township nearly centrally from north to south. It has an average width of seventy-five feet and a depth of two feet with slow current. The bed of the river is for the most part stony and has numerous boulders along the margin. The bank of the west side varies from twenty to fifty feet high. There are some scattered bluffs of spruce on both sides of the river specially in section 9. Some of this is fair building timber. Along the west side of the river there is a belt of high, dry and open prairie about fifty chains in width very suitable for pasture and wintering horses and cattle, owing to the large amount of buffalo grass. This belt is knolly and hilly, the hills and knolls are from twenty to seventy-five feet above the bed of the river and very gravelly and stony. The northeastern and eastern portion of this township is interspersed by numerous ponds, marshes and muskegs, and is therefore not very suitable for immediate settlement. There is a fair supply of poplar bluffs suitable for fuel. The soil ranks first-class, varying from black clay loam to alluvial clay loam with clay subsoil. The western part, with the exception of the belt above mentioned can be ranked first-class and is well adapted for farming purposes. There is a good wagon road running north and south on the west side of the river and another following the east outline of this township going as far as Mr. Foldehum's sawmill.—*A. Bourgeault, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 7.

Township 36.—This township is generally rolling and very bushy, some of it being fair building timber. There are numerous sloughs, marshes and swamps containing good water, except the swamp in the southwest quarter of section 17 which is alkaline.

There are some scattered bluffs of spruce of no value as timber being nearly all rotten. The southern part is thickly covered with windfalls. The soil ranks first-class, being a deep black loam with clay loam subsoil. The northeastern corner is crossed by Assiniboine river, which runs southeast in a deep valley, averaging ten chains in width. The bank on the south side is seventy-five feet high and the north side is one hundred and twenty feet above the bed of the river. The average width of the river where crossed by the line is seventy-five links, in some places the margins are very soft. The detph of the river varies from two feet to four feet. The water is splendid. There is a good and well-opened pack trail on the north side of the river.

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 8.

Township 25.—The western and northwestern parts are generally rolling ,broken by numerous sloughs, swamps, hay marshes and lakes of good water. The surface is covered by thick willows, young poplars and windfalls still good for fuel, and a few scattered small bluffs of poplar good for building are found around the lakes. The soil is of first-class quality, being composed of black sandy loam and black loam with clay loam subsoil, but is not fit for immediate settlement. The second portion (the southern and eastern) is more or less open land and well adapted for any farming purposes. The soil is first-class, though a little more sandy. There is some fair building poplar timber, namely, in section 5 and 6 and in sections 35, 36, 26 and 23, and the north half of 25. The water is good everywhere. The township is well watered by creeks. Willow brook enters in section 34 and runs south and crosses the east boundary of section 34, the north of 26 and east of the same and from there runs straight east. It has generally a swift current and stony bottom; the banks average twenty-five feet high and some places twice that height. A large quantity of hay can be cut on the margins of the sloughs and in the hay marshes. A considerable number of settlers started farming with very good results. Some Galicians have settled and made some improvements on their homesteads. Ranching was prosperous some years ago but owing to the high water they were unable to procure hay so most of them quit. —*A. Bourgeault, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 8.

Township 26.—This township is accessible by good trails from either Yorkton or Theodore on the Manitoba and Northwestern branch of the Canadian Pacific railway. For several years the residents from towns and townships to the east have procured most of their fuel, fencing, timber, &c., from here. The soil is a rich black loam from three to eighteen inches in depth, with either a clayey or sandy subsoil. Nearly the entire surface has been covered with poplar from small trees to a diameter of fifteen or sixteen inches, but a fire four or five years ago must have destroyed the bulk of the green timber, as nearly all the large trees of any size are dead. A thick growth of scrub, mixed with peavine, is found everywhere covering the surface of the ground and hiding from view the numberless trunks of fallen trees, which render travelling very difficult. There are fringes of meadow around ponds and expansions of streams, where settlers already in the township find hay sufficient to provide for their stock during the coming winter. Fresh water is plentiful in ponds and muskegs. There are also three or four small streams which flow towards the southeast, but are so small that with two exceptions they are dry after a period of dry weather. Of the permanent streams, one flows east by south leaving the township in section 24 and the other flowing southeast enters the adjoining township to the south in section 35. There are no water-falls, nor streams large enough to be utilized for generating water-power. The

past season, as to climate, was very favourable. There were no summer frosts, and wheat, oats, barley and peas all matured from the first to the 10th of September. No indications of coal nor outcroppings of minerals of any description were observed. Dry wood, both fallen and standing, is found in abundance all over the township. Prairie chickens, ducks, prairie wolves, large grey wolves and foxes are quite plentiful. Other game seemed scarce. There are a good many settlers located in the township but few improvements have been made, owing to the difficulty of locating their claims prior to the survey. Improvements will not be made very rapidly as the work of clearing away the brush and timber will be considerable. When once cleared nearly all the land will be first-class.—*Thos Fawcett, D.T.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 8.

Township 33.—The general aspect of this township is rather low land, more or less covered with dense underbrush, dry willow and poplar brush, interspersed with many swamps, sloughs and marshes. It is, however, well adapted for farming purposes. The soil, except on tops of ridges, which are generally gravelly, ranks first-class, being a rich black and sandy loam with clay loam subsoil. The northeast part of this township is swampy. There is no timber worth mentioning, but a lot of windfalls which are good for fuel. A good supply of hay can be cut about the centre of this township. The Canadian Northern railway crosses obliquely through section 6. If a good fire were to run over this township it would make it a splendid one for farming purposes owing to the quality of the soil.—*A. Bourgeault, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 9.

Township 25.—The general aspect of the southern and western two tiers of sections is more or less open land with some brush and numerous hay marshes and sloughs with a large supply of hay. The soil is first-class, being composed of sand and black loam with a clay subsoil. At the time of survey three or four buildings were located in this township by Galician settlers. The portion above described is well adapted for all farming purposes. The remainder is rolling and hilly or lumpy with a growth of grey willow and young poplar, some good for fencing purposes. It is broken by numerous sloughs, swamps, ponds and lakes. Good water is found everywhere. The quantity of hay available is not in proportion to the sloughs and marshes. Some parts are covered with heavy windfalls, good for fuel. The land throughout is first-class, but there is very little available for immediate farming owing to the above-mentioned obstacles. There is a fair lake of good water which covers the greater part of section fourteen. In some places the banks are about twenty feet high.—*A. Bourgeault, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 9.

Township 34.—The southern two tiers of sections and the south half of section 18 of this township are pretty fair land for immediate settlement, though mostly covered with heavy growth of grey willow and poplar brush and scrub. Nevertheless a quantity of hay can be secured and good pasturage. The soil throughout the township is first-class, being composed of sandy loam alluvial soil and clay loam subsoil. All the remainder of this township is generally undulating and some places knolly and broken, interspersed by large grass swamps, marshes and ponds. There are, however, heavy poplar bluffs of good size which are well protected and isolated by swamps, from the

fires which periodically run over this section. Any amount of hay can be secured from the northeast corner of this township and along the north boundary. There is a large lake which partly covers sections 27 and 28, called 'Pig lake,' from finding a pig on the west side. The water is all good. There is a creek which crosses the north boundary of section 31. This creek has high banks generally well wooded with poplar and high willow good for pickets. A few settlers are located on the southwest part and on section 18.—*A. Bourgeault, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 9.

Township 37.—The road to this township is by a trail from Prouse's ranch eastward across ranges 11 and 10, near the 10th base line. It is used by settlers in the townships south of the base. There is a good wagon trail from Wadena—a new town on the Canadian Northern railway—to Prouse's, also connection via the Nut lake trail with the railway siding at Kylemore. The soil is a clayey or sandy loam with a few inches of black vegetable mould on the surface. The best land adjoins the south boundary of the township, there being a good deal of muskeg and wet land across the central part. A few acres of good spruce timber is found at the southeast corner of section 6. Timber is cut here by settlers south of the base. There is also good spruce on islands in a lake covering parts of sections 29 and 30, also on islands in a lake in sections 25, and some dry fallen spruce in muskegs. In the sections along the north boundary some of the original poplar has escaped the fires and in these spots trees are found varying in size up to sixteen inches in diameter and very tall. The bulk of the timber has been destroyed by fires nine or ten years ago and the surface is covered with a scrubby second growth. There is very little meadow land but there will be plenty when the swamps are cleared of brush and logs. Water is good and is plentiful in ponds and muskegs. The drainage appears to be eastward towards Assiniboine river, this township being on the watershed. There are no creeks but some small streamlets where the water seems to flow eastward after heavy rains. The vegetation did not show any indication of injury from summer frosts during the earlier months, This whole township contains wood suitable for fuel and in patches plenty for other purposes, but no area sufficiently large or valuable to withdraw from settlement. No coal nor minerals of any description are visible. Game seems scarce there, being a few duck, partridge and rabbits. Bears and wolves are plentiful; there are also some deer and foxes.—*Thos. Fawcett, D.T.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 10.

Township 37.—This township is accessible by a trail which follows the base line very closely across range 11 from Mr. Peter Prouse's ranch. There is a good wagon road from there to Wadena on the Canadian Northern railway. The soil in this township is a black loam formed from vegetable mould, several inches in depth covering a clay or sandy subsoil, and is very fertile. The best land for cultivation is in the southerly part of the township. Good building logs of spruce can be got in sections 1, 2 and 10, but as the settlers from the townships south come here for their building logs it will only be a matter of a year or two until the best will have disappeared. The northerly part of the township is covered with small scrubby poplar, willow, balm of Gilead, &c. The country has been heavily timbered, but overrun by fire and the present growth does not seem to be more than seven or eight years old. There is some good meadow land in sections 5 and 7 but the proportion of meadow to other land is small. Water is good and is plentiful in ponds. The southwest corner of the township is crossed by Pipestone creek which enters the township in section 3 and leaves it in

section 7. A small stream which rises in the spruce in section 10 flows southwest and joins the Pipestone in section 5. This is excellent spring water. Climatic indications were favourable during the earlier summer months. There is an abundant supply of dry wood for fuel in all parts of the township as the bulk of the larger poplar has been firekilled and in places the second growth hides from view hundreds of fallen trees which make the woods almost impassable. No coal nor indications of minerals of economic value were observed. Duck and partridge are the principal feathered game, while bears, wolves, foxes and deer compose the large game. Rabbits are very numerous some seasons and seem to be increasing in number this year.—*Thos. Fawcett, D.T.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 11.

Township 37.—Wadena, a recently established town on the Canadian Northern railway, has become the base of supply for this locality. A more convenient point is a siding named Kylemore, seven miles east of Wadena, where the Canadian Northern railway crosses the old Nut lake trail. This station is the usual destination of settlers who bring through their stock and implements in carloads, as it leaves them within a day's journey of their destination. From there the trail is followed to Duck creek and thence by another trail to Mr. Peter Prouse's ranch. Except in periods of wet weather the road is in good condition. The surface soil in this township is nearly all of first-class quality, consisting of from two to eighteen inches of black loam of leaf or vegetable mould with a clayey or sandy subsoil, and will produce any crops desired, either grain or vegetables. The best land is that nearest the south boundary of the township. The surface is more or less undulating with a few fair-sized hills near the north boundary. There is little timber of value except for fuel, fencing and ordinary buildings. A few good spruce, from eight to sixteen inches in diameter, are found in sections 23 and 24 and pretty fair poplar in sections 21 and 22. The bulk of the large timber has been killed by fires during the dry seasons and the greater portion of it burned up. The surface, however, is covered with thick scrub or brushwood, part of which in time would grow into good timber if unmolested. There is some good meadow land in spots along Pipestone creek and a few meadows on the margins of sloughs, but no great quantity of hay. The peavine, which grows in many places makes excellent feed if cut at the right time. Water is abundant in ponds, lakelets and muskegs, also in Pipestone creek which enters this township in section 12 and leaves it in section 31 after following a fairly straight course west by north. The creek would average ten feet in width and thirty inches in depth in its normal condition. The current is brisk but there are no waterfalls nor facilities for forming any by constructing dams, without flooding good land. The land where cultivated is not subject to summer frosts. Dry wood for fuel is plentiful, but there are no indications of coal nor minerals of economic value. Duck, prairie chicken and partridge are the game birds found while tracks of bears, deer, wolves and foxes are quite common.—*Thos. Fawcett, D.T.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 12.

Township 27.—I reached this township by taking the trail leading southwesterly from Sheho. This trail is in fair condition and is largely used by the settlers from this township, in going back and forth to Sheho, which is apparently their most convenient railway station and market town. The soil in this township is mainly a rich black loam, from four to sixteen inches deep, with a clay subsoil, and is well adapted for the growth of the various grains and vegetables, usually grown in the district, but as the surface is considerably broken with ponds and marshes, a great portion of

it is better adapted for grazing or mixed farming, than for grain growing. A great many of the homesteads are now occupied and more or less improved and no doubt, nearly all of them will be occupied at an early date. The surface is rolling land, the greater portion of which is prairie, dotted with small poplar bluffs and willow brush and scrub. Poplar timber, suitable for use by the settlers in building their houses and barns is found in small quantities scattered over the greater portion of the township, and considerable areas of good poplar timber, up to fourteen or fifteen inches in diameter are found in the northeast portion of it, in the vicinity of Horse lake and also in sections 5, 8, 17, 20, 29, 30 and 31. A heavy growth of hay is found along nearly all the marshes and large quantities of it are annually gathered and stacked up by the settlers and ranchers. There are practically no streams in the township, but large amounts of fresh water are found in the ponds and marshes. Good water can be readily obtained from wells dug a very moderate depth. No coal or lignite is known to exist in this township, and the only fuel is the timber already referred to. No stone quarries nor minerals of economic value were found. Large numbers of wild ducks breed in this township, also a considerable number of prairie chickens and ruffed grouse were seen. There are also a few badgers, red foxes and prairie wolves.—*Geo. Ross, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 12.

Township 39.—The quality of the land in this township is first and second-class, being twelve to eighteen inches of black loam on clay subsoil. The southerly part on both sides of Nut lake is flat with numerous sloughs. About twenty-five per cent of those lands are well adapted for agricultural purposes and fifty per cent more, when cleared will grow excellent hay and be good pasture lands. A considerable extent of hay of fair quality now grows on open flats around the sloughs. The timber is small poplar two to four inches in diameter, and willow scrub. There is an abundance of good fresh water. The stream crossing the north boundary of section 19 becomes enlarged as it approaches Nut lake. It is an outlet of considerable magnitude in the spring time, but the westerly part becomes dry in the fall of the year. The fuel, although small, sufficient dead timber of fair size can be obtained. The climate is beautifully bright with sunny days and frosty nights in October. No stone quarries nor minerals of any economic value were found in this township. Rabbits, partridge and duck were plentiful, with a few prairie chickens. Fish (pike species), were plentiful in Prairie Butte creek in the southeasterly portion of the township.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 12.

Township 40.—The soil in this township is generally a black loam four to eighteen inches deep on a clay subsoil. In a few places it is a sandy loam. About sixty per cent of the area is first and second-class land for agricultural purposes. Some excellent large poplar timber six to eighteen inches in diameter and some spruce of the same size are located on sections 34 and 35, otherwise throughout the township is timbered with poplar two to six inches in diameter or willows. A few small tamarack swamps occur. The timber is nowhere sufficient for timber berths but is valuable for fuel and building purposes. With the exception of a very few small openings the township is timbered throughout. No hay marshes of any extent were found. There is some excellent pasture land in the easterly part of the township where abundance of pea-vine is to be found. The Nut Lake Indian reserve cuts off a portion of the southwesterly part of the township. Red Deer river flows across the northwesterly part of the township. In the spring of the year it has an average width of one hundred and twenty feet with four to five feet of a depth and a current of about three miles

per hour. In the summer and fall of the year the bed is almost dry. On account of the variableness of the flow, the stream is not likely to be developed for water-power. There is abundance of fresh water throughout the township. During most of the survey the weather was very fine and the atmosphere clear and bright. There is fuel in abundance, both green and dry, and easily procured throughout the township. No stone quarries, coal nor lignite veins were found. Partridge, rabbits and ducks were plentiful; coyotes and foxes were occasionally seen and fish (pike species), from two to three pounds were easily obtained in the Red Deer river.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 13.

Township 38 (North part).—The soil is first-class throughout the northern tier of sections, being a dark loam twelve to eighteen inches on a clay subsoil. The rating in the field books is of a lower classification on account of the extent of willow marshes and numerous sloughs. Fifty per cent of the area is first and second-class agricultural lands, while thirty per cent of the balance will furnish excellent hay and pasture lands. The surface is slightly rolling with considerable low lying lands. The timber is small scrub poplar and willow with occasional scattered clumps of poplar six to eight inches in diameter. Hay of fair quality grows on the flats and around the sloughs while pea-vine is to be found on some of the higher lands. Water in some locations was alkaline. There is no difficulty in obtaining a sufficient permanent supply of fresh water. Flat lands were dry at the time of survey but doubtless are flooded in the spring to a depth of twelve to eighteen inches. There is no water-power within the limits of this survey. The climate at time of survey in September was excellent, beautiful bright sunny days, with frost sufficient to form ice on sloughs at night. Sufficient green and dry wood for settlers can be procured throughout the area surveyed. Neither stone quarries, coal, lignite veins nor minerals of any economic value were found. The sloughs were dotted in every direction with a great variety of ducks. Woodcock were plentiful and pelicans were frequently seen in large flocks. —*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 13.

Township 39.—The soil in this township is generally a rick black loam on a clay subsoil. At least thirty per cent of the township when cleared will be excellent agricultural lands, the remaining part, particularly the southwest portion has large sloughs with considerable extent of grass marsh bordering them, as well as hay of fair quality. Drainage of these flat lands will reclaim at least forty per cent more of area to agriculture suitable for hay and pasture lands. Some excellent large poplar six to twenty inches in diameter, suitable for building purposes grows on sections 19, 20, 29 and 31. Other parts of the township is timbered with poplar and willow from two to six inches in diameter. The swamps are timbered with stunted tamarack from six to ten inches in diameter. A few small scattering clumps of spruce occur in places, but the timber throughout is of no commercial value except for local building purposes and fuel. There is an abundant and permanent supply of good fresh water. No creeks of any size that might be utilized for water-powers were found. The climate is delightful and the atmosphere beautifully clear. A few frosty nights occurred in the latter part of August, but did not, however, appear to affect the foliage. There is an abundance of good dry poplar wood, killed by forest fires of former years to be found in locations throughout the township. No stone quarries, coal, lignite veins nor minerals of economic value were found. Ducks, woodcock and plover were very plentiful, and fresh moose tracks were occasionally seen as well as a few black bears.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 13.

Township 40.—This township is reached by taking the Canadian Northern railway to Crooked river, thence in a southwesterly direction over an Indian trail, connecting on the north side of Barrier river in township 40, range 12, with a cart trail between Melfort and Nut lake. Before reaching the former trail, Barrier river, a turbulent stream, about forty yards wide, and three or four feet deep is crossed, thence the trail is followed in a southwesterly direction to the northeast angle of the township. A considerable portion of the trail was almost in an impassable condition, the sloughs being numerous, the creeks very high and the flat lands generally flooded to a considerable depth. The soil throughout this township, except swamps and muskegs, is first and second-class, being black loam, clay loam, or a good sandy loam, varying in depth from four to eighteen inches, on clay subsoil. At least forty per cent of the area of the township, if cleared and drained, is well adapted for farming, a fair proportion of the remainder being suitable for grazing lands or for growing hay. The surface of the higher or rolling lands is timbered with poplar from two to six inches in diameter. The flat lands are covered with scrub poplar and willow, while the swamp lands are timbered with stunted tamarack from four to eight inches in diameter. Occasionally throughout the township small clumps of spruce or scattered trees from six to eight inches in diameter are met with, nowhere, however, worthy of special mention , but these together with the larger class of poplar throughout the township will be valuable to settlers for fuel and for building purposes. There is a fair supply of good dry poplar wood, of medium size and brulé is occasionally met with. No hay marshes of any extent are to be found in this township, though the sloughs are bordered with hay of fair quality. No water-powers, stone quarries, coal, lignite veins nor minerals of economic value were found The weather was very fine in the spring with occasional showers when the eastern part of the township was being surveyed. When the western part was being surveyed in the fall the days were bright and the weather settled but cold, the thermometer reaching sometimes twenty degrees below zero. Game, although not plentiful, consisted of rabbits, ducks, coyotes, foxes and a few black and cinnamon bears.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 13.

Township 41.—The soil of this part of the township is a dark loam on clay subsoil while the land next to the base line is marshy with a thick growth of willows and is third-class in value. The northerly part of the land embraced within the limits of the survey is first and second-class, and is timbered with poplar from six to ten inches in diameter, and willow. A belt of spruce from eight to eighteen inches in diameter is located in section 12 on the south side of Barrier lake. The water is good and fresh and the supply permanent. The weather was very fine at the time of survey, clear bright days with occasional spring showers. Fuel can be obtained in abundance. No stone quarries, coal, lignite veins nor minerals of any economic value were found. Rabbits, partridge, black bears and coyotes were frequently seen. Fish were plentiful (pike species), in Barrier lake.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 13.

Township 49.—The soil varies from six to twelve inches of black loam, sand and clay subsoil. The surface is flat and covered with thick willow. There are a few ridges of poplar up to four inches in diamter and a few six-inch spruce. Large hay sloughs

occur in the southern and western portions of the township. There is fresh water and the supply appears to be permanent. A branch of Carrot rive runs through this township, also several small crecks, probably dry in summer. No water-powers occur. The climate is dry. No snow fell in 1905, with the exception of two slight storms which left a depth of about two inches. No wood occurs. No stone quarries nor minerals occur. A few moose, elk, jumping deer, foxes, partridge and prairie chickens were seen.—*A. L. MacLennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 38 (North part).—The quality of soil is first-class, being twelve to sixteen inches black loam on clay subsoil. The classification in the field notes is second and third-class on account of the extent of wet lands. Clearing of the land with drainage improvements will make these flat areas excellent hay lands. The surface is flat and timbered with small poplar and willow scrub of no commercial value, but it answers for fuel. Some excellent hay grows on the flats and open marshes. Good fresh water was found in abundance. No water-powers, stone quarries or minerals of economic value were found. The weather at the time of survey, in February, was fine, the thermometer standing at zero. Rabbits, foxes and coyotes were plentiful at the time of survey. Ducks, woodcock and curlew are plentiful throughout the summer season.—*A. G. Cavana, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 39.—The soil in this township is a black loam, eight to sixteen inches in depth on clay subsoil, and is first and second-class in quality. At least seventy per cent of the area of the township when cleared and properly drained will be good agricultural lands. The township is timbered with poplar from four to six inches in diameter, and willow. Some large poplar are found on sections 25 and 36 from eight to eighteen inches in diameter. Forest fires of former years have destroyed a considerable quantity of large trees at the central part of the township. Occasionally a few spruce in small clumps are seen. No hay of any account is found in this township. The weather at the time of the survey was clear and cold, the thermometer ranging from twenty to thirty-five degrees below zero. No streams or water-powers of any importance occur. No stone quarries, coal, lignite veins nor minerals of any economic value were discovered. Rabbits, partridge, coyotes and foxes were plentiful, and some black bears and moose were seen.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 40.—The soil in this township on high or undulating surface is a dark loam four to twelve inches in depth on a clay subsoil; the wet marshy part which is of considerable extent is a deep black loam. Twenty per cent of the area of this township is first-class agricultural land and drainage improvements would reclaim thirty per cent more. The balance of the township is either marsh, swamp or sloughs; the swamps and marshes being submerged the greater part of the year to depths of from twelve to eighteen inches. The township is timbered throughout with poplar from two to six inches in diameter, and willow with stunted tamarack from four to ten inches in diameter, on swampy land. Some scattered spruce occur throughout the township though nowhere worthy of special mention. No hay marshes of any value were seen. Abundance of good fresh water is easily obtained. No water-powers occur within the township. Good dry fuel, such as poplar, that had been killed in former years, is plenti-

ful. No stone quarries, coal, lignite veins nor minerals of economic value were found. The weather during survey was fine, bright and frosty, the thermometer, ranging from twenty to thirty degrees below zero. Rabbits and partridge were seen in great numbers; moose, black bears and coyotes were numerous.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 41.—The soil of this township is from four to fourteen inches of black loam on clay or sandy loam on sand and clay subsoil, with also some stony land. The soil is generally second and third-class with considerable wet swamps of flooded areas. The township is timbered with poplar from four to six inches in diameter and willow scrub. A considerable quantity of tamarack and scattering small clumps of spruce are located throughout the township, the tamarack being from six to eight inches in diameter, and the bulk of the spruce of the same dimensions with a few trees from twelve to eighteen inches in diameter. Barrier river which crosses the northwesterly angle of the township is very irregular in course winding backwards and forwards across a valley about ten chains in width. The width of this stream in ordinary low water is about one chain and it flows with a slow current. No water-powers occur. Hay of good quality grows on the flats of the Barrier river and also around the sloughs. Abundance of good dry spruce and poplar can be obtained for fuel. The weather was very good for the fall of the year with occasional snow flurries. Snow towards the end of the survey fell to a depth of ten inches, but it was very light and dry. Sloughs and marshes were in good safe condition for travel. No stone quarries, coal, lignite veins nor minerals of economic value were found. Rabbits, partridge, coyotes and foxes were numerous and some jumping deer and moose were seen.—*A. G. Cavana, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 42.—The southern part of the township has a high rolling surface and the soil is generally sandy loam on clay subsoil. The central part of the township is flat with some swampy land; the soil is black or sandy loam on clay subsoil. The soil in the northern part of the township is black loam from four to fourteen inches in depth on a clay subsoil. Twenty per cent of the township is first-class and forty per cent is second and third-class agricultural land. Timber, is poplar, two to eight inches in diameter, and willow, with some fair tamarack and spruce along the banks of Barrier river, and a few small clumps of spruce throughout the township. The only location worth special mention is four acres of excellent large spruce twelve to twenty-six inches in diameter on section 36 of this township, near the northwest corner of said section. There is not sufficient timber in the township for a timber berth but it is valuable to settlers for building material and fuel. There is some excellent hay and pasture land in the north part of the township. Water in abundance is found throughout the township, fresh and good. Barrier river crosses the southeast part of the township; it traverses a flat twenty chains in width, is from one to two chains in width, from two to four feet deep, with a slow current. No water-power is found on this river or anywhere in the township. There is abundance of good dry poplar and spruce scattered throughout the township; the timber having been killed by forest fires of former years. The weather at time of survey in January was very fine with bright, clear, frosty days, the thermometer ranging from twenty to forty degrees below zero. No stone quarries, coal, lignite veins or minerals of any economic value were found. Rabbits, partridge, coyotes and foxes were plentiful and some jumping deer were seen in the central part of the township.—*A. G. Cavana, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 14.

Township 49.—There is from six to twelve inches of vegetable soil on six inches of clay and sand subsoil. The surface is rolling and covered with small poplars, with also occasional six-inch poplars and clusters of eight-inch spruce and tamarack. There are several large hay sloughs. A branch of Carrot river has on either side of its banks good hay. This branch flows from the northwestern part of the township in a southeasterly direction at the rate of three miles per hour. The fresh water in the creeks appears to be permanent. No land is liable to be flooded. No water-powers occur. The climate is dry. No snow fell in 1905, with the exception of two slight storms which left about two inches. Wood is the only fuel. No stone quarries nor minerals occur. A few moose, elk, deer, foxes, partridge and prairie chickens were seen.—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 15.

Township 49.—There are from four to six inches of vegetable soil on a sandy clay subsoil. The surface is rolling and covered with small poplar as well as a few six-inch poplars, clusters of eight-inch spruce and a few jackpines. There are a few large hay sloughs in the southeast portion of the township. The water in the sloughs is alkaline and they are probably dry in summer. There are a few small fresh water brooks. No land is likely to be flooded. No water-powers occur. The climate is dry. There was no snow at the time of survey in 1905, except two slight storms which gave only about two inches of snow. Wood is the only fuel. No stone quarries nor minerals occur. A few moose, elk, deer, foxes, partridge and prairie chickens were seen.—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 15.

Township 50.—The nature of the soil is sandy. The whole surface is covered with small poplar, with some scattered six-inch poplar and eight-inch spruce. There is no hay. A few fresh water creeks are found, but with the exception of the flats along the river no land is liable to be flooded. At the Nepawin rapids there is an estimated fall of fifteen feet in half a mile while below this rapid there is another one with probably ten feet of a fall. The banks on either side are high, which would allow for the developing of water-powers by constructing a dam. The climate is dry and the snowfall light. Wood is the only fuel. No stone quarries nor minerals occur. Moose, elk-jumping deer, foxes, partridge and prairie chickens are found.—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 16.

Township 49.—There are from six to eighteen inches of vegetable soil on a sandy-clay subsoil. The northern tier of sections is open scrub prairie. South of this the surface is rolling and covered with small poplars as well as a few six-inch poplars and clusters of eight-inch spruce, tamarack and a few jackpines. No hay sloughs worth mentioning occur. The water is alkaline in the sloughs which are liable to dry up in summer. There are a few fresh water creeks. The land is not liable to be flooded. No water-powers occur. Wood is the only fuel. The climate is dry. No snow fell in 1905, with the exception of two storms, each about two inches deep. No

stone quarries nor minerals occur. There are a few moose, elk, deer, foxes, partridge and prairie chickens.—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 16.

Township 50.—The nature of the soil is sandy. The surface is rolling and broken by valleys near the edge of the river. A few small scrub spruce and willows are found on the river bank. There are no hay marshes and no streams of water, except the river, on which a considerable fall occurs, being about ten feet across the range. The climate is dry and the snowfall light. No stone quarries and no minerals occur. Moose, elk, jumping deer, foxes, partridge and prairie chickens are quite plentiful. The shore of the river is covered with granite boulders and also a few limestone boulders. —*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 3.—This township was reached by me from Goose lake trail (Old Bone trail) by travelling south along the east outlines of townships 5 and 4, range 18. The country is rough and hilly and the trail presented heavy grades. The township is crossed diagonally by the police trail running in a southwesterly direction from Weyburn to the Northwest Mounted Police station at Wildman butte, on the international boundary, and this trail is in good condition. The soil is chiefly sandy loam on clay or sandy subsoil and is rather light for farming. The surface is everywhere prairie. The north and south outlines are hilly and rough, while the central part of the township is in the form of a basin, and is gently rolling. No timber occurs. Hay is to be had in the numerous hay marshes and is chiefly red top and marsh-grass of good quality. A marsh containing about one hundred acres occurs in section 2. Fresh water is fairly plentiful in the sloughs and marshes. Crystal, Alma and Wellington lakes are alkaline. No streams occur. No water-powers occur. The climate is dry and warm. There were no frosts at the time of the survey. No fuel occurs. Coal and wood for camp purposes were obtained at Yellowgrass. No stone quarries nor minerals occur. The only game is antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 4.—This township was reached from the Goose lake trail in section 2, township 6, range 18, by travelling south along the east outlines of townships 5 and 4, range 18. This route is very hilly and presents heavy grades. The soil is chiefly sandy loam on a sandy subsoil, with gravel in places and is only adapted to grazing. It supports a good growth of buffalo grass. The surface is everywhere prairie. It is very rough and hilly throughout. The hills are from 25 to 100 feet in height but low hills predominate. No timber occurs. Hay is abundant in the numerous hay marshes and is chiefly redtop and marsh grass of good quality. Fresh water is plentiful in the hay marshes and sloughs. Several alkaline lakes occur. No streams occur. No water-powers occur. The climate is dry and warm. There were no frosts at the time of the survey. No fuel occurs. Coal and wood for camp were obtained at Yellowgrass. No minerals occur. No stone quarries occur. The only game is antelope, ducks and geese. —*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17

Township 18.—This township is reached by the main line of the Canadian Pacific railway passing through section 3 in which the flourishing town of Balgonie is situated. The soil of this township is first-class, black and sandy loam being the alluvial soil, with a clay subsoil. It is most suitable for wheat growing and also vegetables. Some of the heaviest crops in Saskatchewan were threshed in this vicinity. The surface is level in the southern portion but undulating and rolling in the northern. Small clumps of poplar are scattered throughout the township, heavier and more numerous towards the north, but all second growth and not of commercial value. Hay sloughs are very few. The ponds and marshes shown on original plan of survey are quite deep and contain good water. The best water is obtained from a creek running easterly across sections 19, 20, 21 and 22, which is twelve to sixteen inches deep and from three to six feet wide. Several government wells have been sunk in this township. The north-east corners of sections 9 and 11 and the northwest corner of section 31, have each one, but they are little used, as this township is an old settlement with a well on each homestead. The climate in this vicinity is quite desirable and from information received, there are very few summer frosts that do any injury. There is no fuel, it having to be brought from the north, twenty or thirty miles by trail or by railway. There were no indications of coal or other minerals, but there are great quantities of limestone and boulders lying on the surface, more especially in the southern part of the township. Great quantities of these have been gathered by the farmers and piled at the corners of the section, completely covering the original survey monuments thus most effectively preserving them. A few ducks and chickens are the only game in this vicinity.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 20.—This township was reached by a direct good trail running north from Balgonie. The alluvial soil of this township varies from two to six inches of black loam with a sandy-clay subsoil. This soil is most suitable for raising wheat, oats, barley and vegetables. The surface of this township may be said to be level prairie interspersed with clumps of poplar, willow and scrub. The largest poplar having a diameter of five inches is good only for fencing purposes. This timber or bush is about evenly distributed throughout, perhaps a little heavier towards the northwest. There are a few hay sloughs, but of small importance, the largest being in sections 3 and 4. Numerous ponds and sloughs supply abundant water which is fresh and sweet, but there are no streams, nor is the land liable to be flooded. The climate is excellent as very few summer frosts visit this locality. As this township is settled, the farmers obtain their fuel from their own land. The fuel supply is limited. There are no indications of coal or minerals or stone quarries. Game is very scarce and consists of a few chickens, partridge and rabbits. The post office of Hednesford is situated in the southwest quarter of section 10, the mail arriving from Balgonie once a week.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 26.—The east boundaries of sections 2 and 11 and the north boundaries of sections 11 and 12 run through a bluffy country, much broken by sloughs and lakes. The soil ranks second-class and the timber is generally of use only for fuel and fencing, though some of it may be found suitable for building purposes.—*P. R. A. Belanger, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 49.—This township is reached by wagon trail from Fort a la Corne. There are from three to six inches of vegetable soil, with a sandy-clay subsoil. The surface is rolling and covered with small poplars. There is an occasional six-inch poplar and clusters of eight-inch spruce and tamarack. There are a few small hay sloughs and small fresh water creeks. The land is not liable to be flooded. No water-powers occur. The climate is dry. No snow fell in 1905, with the exception of two slight snow storms which left a depth of about two inches each. Wood is the only fuel found. No stone quarries nor minerals occur. There are a few moose, elk, deer, foxes, partridge and prairie chickens. A wagon road leads from Melfort on the Canadian Northern railway to this township.—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 17.

Township 50.—The soil in this township is sandy and the surface of that portion of the township surveyed is broken by numerous small valleys running into Saskatchewan river. The timber is mostly small poplar with here and there more or less scrub. Near the river it is covered by spruce, poplar and willow. No hay meadows are to be found. There is a small supply of water in the valleys running into the river. No water-powers occur. The climate is dry and very little snow fell up to date of survey. Wood is the only fuel. No stone quarries nor minerals occur. A few moose, elk, jumping deer, foxes, partridge and prairie chickens were seen—*A. L. Maclennan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 18.

Township 3.—This township was reached from township 4, range 17, by travelling westward along the north boundaries of townships 3, ranges 17 and 18. The country is rough and hilly and this route presented heavy grades. The soil varies from black loam on clay subsoil, to sand loam on sandy subsoil, and in a few places gravel. It is only suited to grazing. The surface is everywhere prairie and is rough and hilly in the greater part of the township. The western two tiers of sections are less rolling and in places level. No timber occurs. Hay is plentiful in the hay marshes which occupy many of the hollows. It is marsh grass and red-top of good quality. Fresh water is to be had in the hay marshes and sloughs and was fairly plentiful at the time of the survey, although it would probably be scarce at the end of a dry summer. The four lakes in the township are alkaline. No water-powers occur. The climate is dry and warm, and might be described as moderate. No frosts occurred during the time of the survey. No fuel was found. Coal and wood for camp purposes were obtained at Yellowgrass. No stone quarries nor minerals were found. The only game is antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 18.

Township 4.—This township was reached from township 3, range 18, by travelling west along the north boundaries of townships 3, ranges 17 and 18. The country is hilly and the trail presented heavy grades. The soil is chiefly sandy loam and sandy subsoil, with some black loam and clay subsoil in the northwestern part and in places gravel (near the lakes). It is only suited for grazing purposes. It supports a fair growth of buffalo grass. The surface is everywhere prairie. It is roughly rolling and

hilly almost throughout. No timber occurs. Hay is plentiful in the numerous hay marshes and is chiefly marsh grass and redtop, of good quality. Fresh water is to be had in the hay marshes and sloughs, which are numerous. The lakes in the township are salt. No water-powers occur. The climate is dry and warm. No frosts occurred at the time of the survey. No fuel occurs. Coal and wood for camp were obtained at Yellowgrass. No minerals were found. There are no stone quarries. The only game is antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 19.

Township 5.—The township was reached from township 5, range 20, by travelling along the north boundary of townships 5, ranges 19 and 20 which affords easy access. The soil is a black loam on clay subsoil in the southern and eastern portion of the township and is suited to all classes of agriculture, while the remainder of the township is hilly and the soil sandy and stony. It, however, supports a strong growth of grass and is excellent grazing land. The surface is everywhere prairie. It is rolling in the south and east parts and roughly rolling and hilly in the remaining part. No timber occurs. Hay is abundant throughout the township in the numerous small marshes which occur in the low ground. It is marsh grass and redtop, of good quality. The water in the township is fresh and permanent, and is found in the lakes and numerous marshes. No streams nor water-powers occur. The climate is moderate with no frosts at the time of the survey. No fuel nor stone quarries occur in the township. No economic minerals occur. The only game is duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 19.

Township 6.—This township was reached by the old patrol trail to Willowbunch which crosses the northern part of the township, and which, at the time of the survey, was in excellent condition. The northwest half of the township (approximately) is composed of a dark loam on a clay subsoil and is good farming land, while the remainder lying to the southeast is roughly rolling and hilly and only suitable for grazing. The surface is everywhere prairie. No timber occurs. Hay is fairly plentiful in the southeast part in the numerous hay marshes. The northern part of the township is crossed by Gibson creek which at the time of the survey was not running. Water was, however, standing in occasional deep holes. The creek has cut a bed about fifteen feet deep and the adjoining land is not liable to flooding. No water-powers occur. The climate is moderate, with no frost at the time of the survey. Fuel is very scarce. Occasional bunches of small willow are to be found along the bed of Gibson creek, but this supply has been almost exhausted by the settlers this summer. No coal was found. No economic minerals occur. The only game is ducks, geese and antelope. A few pike are found in Gibson creek.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 19.

Township 7.—This township was reached from township 7, range 20, by means of the old patrol trail running westerly from Weyburn to Willowbunch. It follows the correction line closely and was in excellent condition at the time of the survey. The soil is chiefly sandy loam on a sandy or clay subsoil, but in places it becomes a black loam on clay, while in the hills it is gravelly. Except in the central western part, where the hills from the northwest break off, the township is excellently suited for

agricultural purposes. The surface is prairie. No wood of any kind occurs in the township. The surface is generally rolling but in the southeastern part is level, and in the central western part hilly. But few hay marshes of any size occur. The largest is in the southwest quarter of section 26, and contains about seventy-five acres. Another occurs in section 15 to the northwest of Cockburn lake and contains about seventy-five acres. Small marshes are frequent in the more rolling (western) part of the township. The water in the hay marshes at the time of the survey was fresh. The water in Cockburn and Kinghorn lakes is alkaline. A dry creek-bed crosses the south outline several times. At the time of the survey there was no water running in it, but fresh water was standing in the deeper holes. This appears to be a branch of Long creek. Its banks are from ten to fifteen feet high which removes any possibility of flooding. No water-powers occur. At the time of the survey the climate was moderate, with a great deal of rain. No frosts occurred. No fuel—either coal or wood—was found in the township. No stone quarries occur, and no economic minerals were found. The only game is duck and antelope. The even sections in this township had nearly all been squatted upon by the time the survey was completed, and land seekers were daily coming into the country. This section of country is locally known as the 'Gap.' The hills break here and leave a big tract of good farming land which stretches to the west and southwest.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 19.

Township 8.—The township was reached by a trail running in a southwesterly direction from Yellowgrass; it is the trail used by the farmers in the vicinity and a branch of it continues to Willowbunch. From the point where it branches to the west to Willowbunch I continued to the southwest to the centre of the township. The soil is a sandy loam over clay, the loam varying from two to six inches. It is considered by a number of land seekers, who have visited my camp, of excellent quality for wheat-raising, but cannot be classed as number one along with the richer black loam land situated near Yellowgrass. However, there is the opinion that some of the richer soils are too heavy for early ripening of grain. The surface is gently rolling prairie. Dry lake is the only source of water in the township. Its water is fresh and permanent. It was without outlet at the time of the survey; its banks are well defined and there is little danger of flooding. A large hay marsh surrounds the northeasterly part of Dry lake in section 22, containing about fifty acres. No other hay marshes of any extent were seen. No water-powers occur. The climate is temperate and there were no frosts at the time of survey. No wood occurs in the township and no coal. Firewood for the camp was hauled from a coulee, eight miles east of Dry lake. No stone quarries nor economic minerals occur. The only game is geese, duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 20.

Township 5.—This township was reached from township 5, range 21, by travelling along the north boundary of the township giving a good trail with no grades. The soil, almost throughout the township is a black loam over a clay subsoil, and is good farming land. Immediately adjoining the south boundary it becomes sandy and rolling, and is only grazing land. The surface is everywhere prairie. Hay is plentiful in the numerous small hay marshes and is marsh grass and red top. Fresh water is plentiful in the sloughs and marshes. Several lakes occur in the southeast part of the township which are slightly alkaline. No streams nor water-powers occur. The climate is moderate with no frosts at the time of the survey. No fuel was found in the township and feul for camp was obtained at Yellowgrass. No stone quarries nor economic

minerals were found. The only game is geese, duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 20.

Township 6.—This township was reached from township 6, range 19, by my own trail westward. The country through which the trail passes is gently rolling, so that there are no heavy grades on it. The soil is of excellent quality, being chiefly black loam to a depth of from four to six inches on a clay subsoil. It is suited for all classes of agricultural purposes. The surface is gently rolling prairie throughout. No timber occurs in the township. Hay is plentiful in the township. A marsh containing about fifty acres occurs in the north part of section 35. Small hay marshes are numerous being found in the hollows. The hay is a good quality of marsh grass and redtop. The water throughout the township is fresh and at the time of the survey was plentiful, but it is probable that at the end of a dry summer it would be scarce. Two dry creek beds cross the southeastern portion of the township in a general northeast direction. No water was flowing in them at the time of the survey but the deeper holes still contained a small quantity of fresh water. These streams have cut channels from ten to twenty feet deep so that there is no danger of flooding and they afford natural drainage for the adjoining land. No water-powers occur. The climate was moderate at the time of the survey with frequent rains. No frosts occurred. No fuel was found in the township ; coal and wood for camp purposes being obtained at the railway at Yellowgrass. No stone quarries nor economic minerals occur. The only game is antelope and duck.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 20.

Township 7.—This township was reached from township 7, range 21, by the old patrol trail to Willowbunch which runs westerly along the southern boundary of township 7, in ranges 19, 20 and 21. It was in excellent condition at the time of the survey. Roughly speaking, the northwest half of the township lies in the hills, and the soil in this part is light, being chiefly a sandy loam on a sandy or gravel subsoil and is only suitable for grazing purposes, while the southeastern portion is less rolling and the soil a black loam or a sandy loam on a clay subsoil and is suited for agricultural purposes. The surface is rolling prairie. No timber occurs. A large hay marsh occurs in section 6 containing about one hundred acres. The hay is chiefly redtop of excellent quality. Also a large hay marsh in the southwest part of section 1 containing about seventy-five acres. Throughout the township also in the hollows between the high ground are numerous small hay marshes, so that it is everywhere plentiful. At the time of the survey the numerous hay marshes and sloughs all contained fresh water, but it is probable that toward the end of a dry summer water would be scarce. No streams occur. The land is not liable to flooding. No water-powers occur. The climate is moderate with no frosts at the time of the survey, and is well suited for agriculture. A good deal of rain fell during the time of the survey. No fuel occurs in the township. Coal for camp purposes was obtained from Yellowgrass. No stone quarries occur. The only game is duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 20.

Township 8.—This township was reached from township 8, range 19 by an old trail which we were able to pick up west of Dry lake, running in a westerly direction through about the centre of the township. The soil is a sandy loam, over a clay and

sandy subsoil; the subsoil varying between these two; and is suited to all classes of agriculture. I have classed part of it as number one and part as number two, some of it being of very fine quality, although nowhere was the very rich black loam encountered. The surface is rolling prairie throughout with some rough hilly country in the southwest corner. No timber occurs. A hay marsh containing about seventy-five acres occurs in sections 14 and 15; no other hay marshes of any size were found, although small grassy sloughs are numerous throughout. The water is fresh and everywhere obtainable, the sloughs being all well filled at the time of the survey. It is probable, however, that toward the end of the summer, water will be scarce. No streams occur and no water-powers. The climate is moderate with hot days and cool nights. A slight frost occurred on the night of May 27. No wood nor coal occurs in the township. Wood for camp was obtained in a very rough ravine in township 9, range 20. No stone quarries occur. No economic minerals were found. The only game is duck, geese, grouse and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 21.

Township 5.—This township was reached from the old patrol trail to Willowbunch, by my trail in a southwest direction across township 6, ranges 19 and 20 which afforded easy access. The soil is a sandy loam over a clay and sandy subsoil and in the easterly part of the township is suited to farming. The westerly portion, however, is too rolling for cultivation, but is good grazing land. The surface is everywhere prairie. No timber occurs. Hay is plentiful in the numerous small hay marshes and is marsh grass and redtop of good quality. Fresh water is abundant in the sloughs and marshes. No lakes occur, however, and at the end of a dry summer it would probably be scarce. No streams nor water-powers occur. No fuel occurs and fuel for the purposes of the camp was obtained from dealers in Yellowgrass. No coal nor lignite was found. No stone quarries occur. No economic minerals were found. The game is duck, geese and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 21.

Township 6.—This township is reached by the old patrol trail to Willowbunch which crosses the northwest corner. The soil is chiefly a sandy loam over clay and sandy subsoil. The land is everywhere very rolling so that it is unsuited for farming but is excellent grazing land. No timber occurs. Hay is plentiful in the numerous hay marshes which occur in the low ground and is redtop and marsh grass of good quality. Fresh water is found in the numerous sloughs and hay marshes and was abundant at the time of the survey. It would, however, be scarce at the end of a dry summer. No streams occur. No fuel occurs. Fuel for camp purposes was teamed in from Yellowgrass. No coal or lignite was found. The climate is moderate with no frosts at the time of the survey. No stone quarries occur. No economic minerals were found. The only game is duck, geese and antelope.—*J. L. R. Parsons , D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 21.

Township 7.—The township was reached from township 8, range 21, by travelling south over the prairie, a good trail being readily found. The soil varies from black loam to gravel, there being a great variety often within narrow limits. The hill tops are rarely good soil while the hollows are often of rich bottom land. The township

is best adapted for grazing, there being a good growth of grass everywhere . A strip a mile wide adjoining the south boundary should prove, however, excellent farm land. The surface is generally rough rolling prairie. A range of low hills (the highest being one hundred and five feet) crosses the township from east to west, about midway between the north and south boundaries. A strip of level prairie a mile wide adjoins the south boundary. No timber occurs. Hay is abundant throughout the township, small hay marshes being very numerous in the low parts. They are at present partially filled with water. No large hay marshes occur. The hay is marsh grass and redtop. Water is plentiful in the hay marshes and sloughs in the low lands and is everywhere fresh. The land is not liable to flooding to any extent. No streams occur. The climate is moderate. No frosts occurred at the time of the survey. No fuel occurs in the township and no coal was found. Coal for camp was teamed from Yellowgrass. No stone quarries nor economic minerals occur. The only game is geese, duck and antelope. The township is crossed near the south boundary by the old police patrol trail (between Weyburn and Willowbunch). This trail is in good condition and is still travelled.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 21.

Township 8.—This township was reached from township 8, range 20, by continuing along the old Wood Mountain trail which, however, we traced with difficulty in some places. It continues its general westerly direction and provides a good dry route with easy grades. It joins the present trail from Yellowgrass to Willowbunch near the southwest corner of section 16. The soil varies from a sandy loam on a clay subsoil to a sandy loam on a sandy subsoil and has been classed as one and two. It supports a strong growth of grass and is suitable for all classes of farming. The surface is rolling prairie. In the north along the third base line the surface is hilly, the hills ranging from thirty to forty feet, but these all break off within a mile to the south and give place to rolling country. No timber occurs in the township. Hay occurs in the numerous sloughs which occupy the low ground between the rises, and is plentiful throughout the township. One large hay marsh containing about seventy-five acres was crossed by the east boundary of section 20. The hay is marsh grass and redtop. Water is all fresh and was abundant at the time of the survey. Toward the end of a dry summer it might be scarce, but could doubtless be obtained at any time by digging a few feet. No streams occur. The land is not liable to flooding. No water-powers occur. The climate is moderate and not liable to summer frosts. No frosts occurred at the time of the survey, toward the end of May. No wood nor coal occurs in the township. Firewood for the camp was obtained from township 9, range 20. No stone quarries nor economic minerals occur. The only game is geese, duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 21.

Township 45.—This township is reached by a graded surveyed trail from Prince Albert to Carrot river settlement. The soil throughout this township is first-class, the alluvial soil being rich black loam varying in depth from four to eighteen inches with clay subsoil most suitable for the cultivation of wheat, oats, flax and vegetables. This township is well under cultivation, parts of it being under crop since 1880 and forms part of the renowned Carrot river settlement. The surface is level throughout, quite low and swampy in the eastern part, all partly covered with clumps of second growth poplar and willow. The timber is only fit for fencing and fuel. There are numerous lakes and swamps scattered over this township, most

of the latter furnishing a fair amount of good hay. As a rule the farmer utilizes his wheat straw for cattle, &c., thus minimizing the amount of hay that otherwise would be required. Fresh water is most plentiful, the unusual number of lakes and sloughs supply more than sufficient at all times, and Carrot river, a stream about one hundred feet wide and three to four feet deep flows northerly across the centre of the township, but the water is not the best for drinking, being slightly alkaline. The bottom of the river is soft and muddy, the banks low, current about two to three miles per hour. In several places there are small rapids. Except the eastern part of the township and along Carrot river, where it flows out of Waterhen lake, the land is not perceptibly flooded. As the lakes and river were frozen at time of survey, I could not well ascertain the height of falls or rapids, but am under the impression that by the construction of a few dams a sufficient horse-power could be developed to operate quite a large plant. From personal observation and inquiry I learned that the climate is excellent and summer frosts of no serious consequence. I might say I saw several settlers ploughing as late as the 23rd of November, although the lakes were frozen by the 20th of October. Fuel is a scarce article, the little obtainable, being gathered from the larger clumps of poplar and from Birch hills about ten or twelve miles west. I saw no indications of coal or lignite, and the only stone (a species of limestone) is obtained from the bed of Carrot river. There are no minerals. A few jumping deer, coyotes, foxes, mink, muskrat, partridge and duck constitute the game in this district. The new little thriving town of Kinistino, on the Canadian Northern railway has a population of two hundred and fifty, a large grain elevator, and is located in the southeast quarter of section 29. As soon as the bridge over the south Saskatchewan is completed, there will be a daily train service, thus connecting Prince Albert with Winnipeg by a different route and opening a fine new productive district.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 22.

Township 5.—This township was reached by the trail which runs from Milestone to Big Muddy creek. It runs southerly through sections 32, 29, 19, 18, 7 and 6 and was in good condition. The soil varies from a black loam on clay subsoil to sandy loam on gravel subsoil and owing to the character of the surface is only suitable for grazing. The surface is rolling in the northern and central parts and hilly in the south and is everywhere prairie. No timber occurs. Hay is plentiful in the numerous hay marshes which occupy the low ground. It is marsh grass and red top of good quality. Four lakes (alkaline) occur, but good fresh water is abundant in the sloughs and hay marshes; no streams occur. The land is not liable to flooding. No water-powers occur. The climate is moderate, with slight frosts at the time of the survey. No fuel was found in the township; but coal for camp purposes was obtained on the east shore of Coalmine lake in section 3, township 5, range 23. No stone quarries nor minerals were found. The only game is antelope, geese and duck.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 22.

Township 6.—This township may be reached by either the old patrol trail from Weyburn to Willowbunch, which runs westerly through the northern part of the township; or by the trail from Milestone to Big Muddy creek which crosses it from northeast to southwest. These trails cross just north of a prominent hill called the 'Big butte,' where there are several springs and a well-known camping ground for travellers. The soil is a black loam over clay subsoil in the valleys and sandy loam over gravel or sand on the hill tops and is best suited for grazing purposes. The surface is chiefly

rolling and hilly prairie. Some level land occurs along the Willowbunch trail which is good farming land. No timber occurs. Hay is abundant in the numerous hay marshes, which occupy the hollows between the hills. It is marsh grass and redtop of good quality. Fresh water is everywhere to be found in the hay marshes and sloughs. Several springs pour a continual stream of water out of the 'Big butte' forming a permanent supply. The land is not liable to flooding. No water-powers occur. The climate is moderate with no frosts at the time of the survey. No fuel, nor stone quarries nor minerals occur. The only game is antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 22.

Township 7.—This township is crossed in its southeast part by the trail from Milestone to Willowbunch and the Big Muddy creek. This trail crosses sections 13, 12, 11 and 2 and is in good condition. The soil in the northern two-thirds is chiefly black loam to a depth of three or four inches over clay subsoil. It is gently rolling or rolling and is good farm land. In the southerly third, however, the soil is of lighter quality and the surface hilly so that it is only suited to grazing purposes. The surface is everywhere prairie. No timber occurs. Hay is plentiful in the numerous hay marshes, especially in the south part and is chiefly marsh grass and redtop of good quality. Fresh water is plentiful in the numerous hay marshes and sloughs and the supply is permanent. Weicker lake in section 3 containing about one hundred acres is fresh. No streams occur. No water-powers occur. The climate is warm and pleasant. No frosts occurred at the time of the survey. No fuel occurs. Coal and wood for camp purposes were obtained at Yellowgrass. No stone quarries occur and no economic minerals were found. The only game is antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 22.

Township 8.—The township was reached from the intersection of the Willowbunch trail with the north boundary of township 7, range 21, west of the second meridian, by travelling west along the north boundary of township 7, ranges 21 and 22, and this afforded a good route. The soil in the north part is a sandy loam on sandy subsoil and is rather light. In the south part it is a black loam on clay subsoil and is excellent farming land. The surface is rolling in the north part of the township and gently rolling or level in the south part and is everywhere prairie. No timber occurs. Hay occurs plentifully in the numerous hay marshes throughout the township. A marsh containing about fifty acres occurs in the northwest part of section 7. The hay is marsh grass and redtop of good quality. Water is plentiful in the numerous sloughs and hay marshes and in the small lakes in sections 33 and 35 and is in all cases fresh. No streams occur. No water-powers occur. The climate is moderate with frequent showers. No summer frosts occurred at the time of the survey. No fuel occurs. No stone quarries occur. No economic minerals were found. The only game seen was wild duck and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 22.

Township 45.—This township can be reached by various trails from all directions. The one we followed from Birch hills being the surveyed trail from Prince Albert to Carrot river, a well graded road, and at all times an excellent trail. The soil of this township and vicinity is of the best quality, being a rich black loam, varying in depth

from four to eighteen inches, with a clay and occasionally sandy subsoil. It is most suitable for the cultivation of wheat, oats and vegetables, of which many fine crops were seen. This township comprises part of the famous Carrot river district and is well known for its fertility. The surface is comparatively level, a little rolling in the northwestern portion, besides being low and swampy in many places, and about half covered with second growth poplar and willow in scattered clumps. In the western and southwestern portion of the township the timber is larger and thicker, varying in diameter from 4 to 12 inches, much of it being suitable for building and fencing. Hay of good quality is to be had from around nearly all the ponds and numerous sloughs, the greatest quantity being obtained from the large lake or slough in sections 28, 29, 32 and 33. Good and sufficient water is to be had from the numerous ponds, sloughs and creeks, also from Waterhen lake, a large body of fairly fresh water covering several sections in the southern part of the township. There are no indications that the land is flooded, except, perhaps, a small area adjoining the larger lakes. There are no falls, rapids or water-powers and summer frosts are an unknown quantity. The first snowstorm occurred on the 9th of October, unusually early, and cold weather set in on the 23rd, and by the end of the month the mercury had fallen to 28 degrees below zero, although fall ploughing had been kept up to within a few days of this cold snap. Fuel is a scarce article in this vicinity, the little there is being gathered in the southwest part of the township. However, there is plenty of green standing timber which the settlers cut and dry and which will supply all wants for a long time to come. No indications of coal, minerals or stone were noticed. The Canadian Northern railway crosses section 36, although no scheduled time for trains has yet been arranged as the railway bridge across the south branch of Saskatchewan river is not yet completed. A few jumping deer, some coyotes and foxes were seen in this township. Waterhen lake, which at present is quite low, being nearly covered with long rushes, affords an excellent rendezvous for ducks and geese, and is a sportsman's paradise.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 23.

Township 5.—This township was reached by Lagari's trail, which branches off from the Big Muddy Creek trail, just south of the 'Big Butte' in section 20, township 6, range 22. It runs in a southwesterly direction, from section 35 to section 1, and is in good condition. The soil is chiefly black loam and clay subsoil, with sandy loam and gravel on the high ground. The valley through which the trail runs will make excellent farming land, and the balance, being rolling and hilly, is best suited for grazing. The surface is prairie, varying from gently rolling to hilly. No timber occurs. Hay is found in the hay marshes which occur frequently in the low ground, and is marsh grass and redtop of good quality. A permanent supply of fresh water is to be found in the marshes and sloughs. Coalmine lake, in sections 3, 4 and 9, is alkaline. No streams nor water-powers occur. The climate is moderate, with slight frosts at the time of the survey. A seam of lignite was found on the east shore of Coalmine lake on the south boundary of section 3. The seam, which is about four feet thick, outcrops just above the water line of the lake on the west face of a hill. It is of good quality, and was burned in the cooking range in the camp. It burned readily, leaving, however, a large residue of ash. No stone quarries occur. No minerals occur, except coal. The only game is antelope, geese and duck.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 23.

Township 6.—This township is reached by Lagari's trail to Willowbunch which crosses sections 12, 1 and 2 and is in good condition. The soil is chiefly black loam on

a clay subsoil, with, however, gravel on the hill tops. It supports a thick growth of buffalo grass and owing to the rolling nature of the surface is best suited to grazing. The surface is everywhere prairie. It is gently rolling along the south outline but soon becomes roughly rolling and hilly toward the north. No timber occurs. Hay is abundant in the numerous hay marshes ; it is chiefly marsh grass and redtop of good quality. Fresh water is readily found in the sloughs and hay marshes which occupy the low ground. No water-powers occur. The climate is moderate with slight frosts at the time of the survey. No fuel occurs in the township, but lignite of good quality may be obtained in section 3, township 5, range 23. No stone quarries nor economic minerals were found. The only game is antelope, geese and duck.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 23.

Township 7.—The township was reached from township 8, range 22, by travelling west along the north outline, which afforded a good trail. The soil is chiefly black loam over clay subsoil, but the southern one-third is rather hilly and the soil lighter, being sandy loam over sandy subsoil, and this part is not as good farming land as is the northern part. The surface is everywhere prairie. It is rolling prairie, with some low hills on the southern part. No timber occurs. Hay is abundant in the numerous small hay marshes and is marsh grass and redtop of good quality. Fresh water may be easily obtained in the sloughs and hay marshes. No streams occur. No water-powers occur. The climate is moderate, with no frosts at the time of the survey. No fuel occurs in the township, but a good seam of lignite is to be found in section 3, township 5, range 23, west of the second meridian. No stone quarries nor minerals occur. The only game is antelope, geese and duck.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 23.

Township 8.—This township was reached from township 8, range 22, by travelling west along the south outline, which afforded a good trail. The soil is chiefly black loam, varying from three to eight inches over clay subsoil, and is well suited to farming. The surface is everywhere prairie. It is level in the southern half and rolling in the northern half. No timber occurs. Fresh water is abundant in the numerous small sloughs and hay marshes. No streams occur. No water-powers occur. The climate is moderate, with no frosts at the time of the survey. No fuel occurs in the township, but a good quality of lignite may be procured in section 3, township 5, range 23, west of the second meridian. No stone quarries nor minerals occur. The only game is antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 24.

Township 5.—This township was reached from Lagari's trail by travelling west along the north boundary of sections 24 and 23, which afforded a good trail. Lagari's trail crosses sections 13, 12, 11 and 2. The soil varies from black loam on clay subsoil to sandy loam on sandy subsoil and occasionally gravel, but most of the township is suited to farming. The surface is everywhere prairie and is level or gently rolling throughout. No timber occurs. Hay is to be found in the hay marshes which are fairly numerous; it is chiefly redtop and marsh grass of good quality. Water is not so plentiful as in the adjoining township, but several hay marshes contained a good supply of fresh water at the time of the survey (toward the end of September), and the supply is doubtless permanent. No streams occur. No water-powers occur. The

climate is dry and warm, there were several sharp frosts at the time of the survey. No fuel was found in the township, but a good quality of lignite is to be had in section 3, township 5, range 23, west of the second meridian, from which a supply was obtained for the camp. There are no stone quarries. No minerals were found. The only game seen was antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 24.

Township 6.—This township is crossed in its northern part from east to west by the trail from Weyburn to Willowbunch, which is in good condition. The soil varies from black loam and clay subsoil to sandy loam and sandy subsoil with gravelly subsoil frequently. The southern two-thirds could be used for farming, but the northern one-third is only suitable for grazing. It supports a good growth of buffalo grass. No timber occurs. Hay is plentiful in the numerous hay marshes, especially in the northern part of the township. It is marsh grass and redtop of good quality. Fresh water is to be had in the numerous hay marshes and sloughs. Lake No. 1, in sections 20, 21, 28, 29 and 30 is alkaline. No streams occur. No water-powers occur. The climate is moderate, with some sharp frosts at the time of the survey. No fuel occurs. Coal for camp purposes was obtained at section 3, township 5 ,range 23. No stone quarries nor minerals were found. The only game is antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 24.

Township 7.—This township is easily reached from the Willowbunch trail which crosses the northern part of township 6, range 24, and which is in good condition. The soil is a black and sandy loam on a clay subsoil chiefly, but with gravel in places. Owing to the hilly nature of the surface it is best suited for grazing. The surface is everywhere prairie and is roughly rolling or hilly throughout. No timber occurs. Fresh water is abundant in the numerous sloughs and hay marshes. No streams occur. Channel lake (alkaline), occupies the southwest corner of the township, and covers parts of sections 5, 6 and 8. No water-powers occur. The climate is moderate with sharp frosts and some snow flurries at the time of the survey. No fuel occurs. Coal and wood for camp purposes were obtained at Yellowgrass. No stone quarries nor minerals occur. The only game is antelope, duck and geese, and a few prairie chicken.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 24.

Township 8.—This township was reached from the Willowbunch trail by travelling northward along the centre meridian of township 7, range 24. There were some heavy grades on this trail. The soil is a black loam on clay subsoil, and sandy loam on sandy subsoil, with gravel in places. It is only suited to grazing. The surface is everywhere prairie, and varies from gently rolling to roughly rolling. No timber occurs. Hay is plentiful in the numerous hay marshes and is chiefly marsh grass and red top, of good quality. Fresh water is to be found readily in the hay marshes and sloughs, and these afford a permanent supply. Four small lakes occur which are alkaline. No water-powers occur. The climate is moderate with sharp frosts and heavy winds at the time of the survey. No fuel occurs. Coal and wood for camp were obtained at Yellowgrass. There are no stone quarries nor minerals. The only game seen was antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 24.

Township 45.—This township was reached by a fairly good trail from Batoche which enters at the west side of section 19, however, the most usual and best route is from the north by branch trails connecting with the surveyed trail to Prince Albert and which is in township 46. A large hill extends nearly across the township from east to west, and slopes gradually downward, both to the north and south, otherwise the surface is fairly level, broken by an occasional ravine, in which generally is a small stream, but at time of survey, dry. A few bush trails for winter use are cut through parts of the township. There is, however, one good trail from north to south, which extends to the French settlement to the south on Carrot river. The soil is second-class for agriculture in its present condition. It is composed mostly of a rich black loam, from 6 to 18 inches deep, with a clay subsoil. In some places it is sandy loam. When cleared of timber and brush the soil will be suitable for wheat, oats and vegetables. A few crops of wheat were seen on clearings. With the exception of a few sections adjoining the northern boundary of the township, the whole is covered with poplar, willow, hazel and cherry trees. The poplar would average in diameter about 4 inches, although there are some trees of 12 inches diameter. There are also a few scattered birch. It might be advisable to reserve the unoccupied sections for timber, as it is of value for building and fencing purposes. Little or no hay is to be found, a circumstance which caused considerable annoyance and loss of time during the survey. A body of water, known as Jumping lake, covers several sections of the south-west corner of the township, the water of which is very dirty and unfit to use. This lake in the past few years has risen considerably, so much so, that several of the original surveyed lines are now submerged. There are a few creeks in the northern and eastern part, but little water was in them at the time of survey. Upon several occasions considerable inconvenience was felt for want of drinking water. There are no water-powers, or falls. The climate was all that could be desired, the first frost occurring on the second of September. No indications of minerals, coal or stone quarries were found. Bears, moose, jumping deer, wolves, foxes, lynx and rabbits are at times plentiful in the vicinity.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 25.

Township 4.—This township is a good deal broken by hills and ravines and is all open prairie. In the northwesterly part there is a large flat ,chiefly alkaline being an extension of the part of Willowbunch lake, in sections 31 and 32. There is also a large bottom or flat extending from the lake to the southerly part of the township through which Big Muddy creek runs in high water. The greater part of the soil is very hard, there being very little first-class land. Some of the land, however, could be used for ranching and also for grain growing. The general surface is very rolling, some hills being from one hundred and fifty to two hundred feet high. Along the ravines there is a little scrub, but no timber of any kind. There are a few nice hay meadows in the westerly part of the township from which the ranchers cut a good deal of very good hay. The water is very scarce and is chiefly alkaline. The only stream is the Big Muddy, which in high water must be a large stream, but was dry during the time of survey. It is difficult to cross as the bottom is very soft. The climate seems to be favourable and not subject to frosts. There is no fuel, nor are there any indications of coal or lignite. There are no stone quarries, nor any appearances of such. Game is almost unknown, as there is very little water to be found. The township on the whole is very broken and hilly, and would appear to be better adapted for ranching than for any other purpose, as hay can be easily gotten and also sheltered places for houses and stabling.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 25.

Township 6.—This township is crossed in its northern part from east to west by the trail from Weyburn to Willowbunch, which is in good condition. The soil is chiefly sandy loam over clay subsoil and is well suited for farming purposes. The surface is everywhere prairie and is gently rolling or rolling throughout. No timber occurs. A limited amount of hay occurs in the hay marshes and is marsh grass of good quality. Fresh water occurs in the hay marshes and sloughs and is a permanent supply. Channel lake is alkaline. No streams occur. No water-powers occur. The climate is moderate, with heavy frosts at the time of the survey. No fuel occurs in the township. Wood for camp purposes was obtained from the settlers at Willowbunch. No stone quarries nor minerals occur. The only game seen was ducks, geese and antelope.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 25.

Township 7.—This township is crossed in its southwest part by the trail from Weyburn to Willowbunch, which is in good condition. The soil varies from black loam on clay subsoil to sandy loam on sandy subsoil. The southwest half of the township is rolling or gently rolling and is suitable for farming, but the northeast half is rough and hilly and only fit for grazing. The surface is everywhere prairie. Hay is plentiful in the hay marshes, and is chiefly marsh grass and redtop, of good quality. Fresh water is to be had in the hay marshes and sloughs, and was plentiful at the time of the survey. A small lake, in section 9, and Channel lake in section 1, are alkaline. No water-powers occur. The climate is moderate with heavy frosts at the time of the survey. No fuel occurs; wood for camp purposes was obtained from settlers at Willowbunch. No stone quarries nor minerals occur. The only game is antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 25.

Township 8.—This township was reached from township 8, range 24, by travelling west along the north boundaries of township 7, ranges 24 and 25. There are some heavy grades on this trail. The soil varies from clay loam on clay subsoil to sandy loam on sandy subsoil. It supports a good growth of buffalo grass, and is best suited for grazing purposes. The surface is everywhere prairie and is in many places roughly rolling and hilly, so that it is not adapted to farming. The climate is moderate, with heavy frosts and high winds at the time of the survey. Hay is plentiful in the numerous small hay marshes which occur throughout the township. Fresh water is abundant in the hay marshes and sloughs. Lakes Nos. 1 and 2, in section 4, are fresh. Lakes Nos. 3 and 4 are alkaline, although they are fed by springs. No water-powers occur. There is no timber. No fuel occurs. Coal and wood for camp were brought from Yellowgrass. No stone quarries nor minerals were found. The only game seen was antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 25

Township 10.—This township is very much broken by hills, lakes, ponds and sloughs, so that there is almost a continuous obstruction which fact tends to lower

considerably the value of the township. In the northern part there are many hills and in the western part there are several lakes and ponds, while in sections 23, 25, 26, 35 and 36 there are also several lakes. Nine lakes in all were traversed. The soil is generally hard and not well adapted for agriculture, and there are not many good grass lands for ranching purposes. The surface is all open prairie, there being no timber or scrub on any part of the township. The water in the lakes is chiefly alkaline, and not fit for domestic use, but stock no doubt would get accustomed to it. There are no streams, and hence, of course, no water-powers. The climate appears to be fair, with nothing to indicate summer frosts. There are no evidences of coal or lignite and no fuel of any kind to be found in this or in any of the adjoining townships. There are no stone quarries nor any minerals of economic value. Game is very scarce, a few ducks being occasionally seen on the lakes. Taking the township as a whole it would not be adapted for farming, yet ranching might be carried on successfully in some sections, as good shelter can be found among the hills for stabling. There is an old trail running through this township from Regina to Willowbunch, which is still sometimes used by travellers and traders. The trail is a very good one and good water can be got along it in some places.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 26.

Township 6.—This township is reached from township 7, range 26, by travelling south from the Willowbunch trail which crosses from east to west within one mile of the north boundary. The soil is chiefly black loam of an average of five inches over clay subsoil, with some sandy loam over clay subsoil, and is well suited for farming. The surface is everywhere prairie, and is gently rolling, or rolling, except immediately adjoining Willowbunch lake where it is broken by coulees. No timber occurs. A limited quantity of hay is to be found in the hay marshes which, however, are not numerous. Fresh water occurs in the sloughs and hay marshes. The water in Willowbunch lake is salt but stock like it. No streams occur. No water-powers occur. The climate is moderate with heavy frosts at the time of the survey. Some dead wood was found in the coulees near Willowbunch lake. No coal was found. No stone quarries nor minerals occur. The only game is ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 26.

Township 7.—This township was reached from township 8, range 26, by travelling south along the east boundaries of sections 24, 27, 22, 15, 10 and 3, which afford a good trail. The township is crossed in its southern part by the trail from Weyburn to Willowbunch which is in good condition. The soil varies from black loam on clay subsoil to sandy loam on sandy subsoil, it is, however, all good farming land. The climate is moderate with heavy frosts at the time of the survey. The surface is everywhere prairie and is rolling or gently rolling. Good hay is to be found in the numerous hay marshes throughout the township. It is chiefly redtop and marsh grass. Fresh water is abundant in the hay marshes and sloughs. No streams occur. A small lake in section 13 is alkaline. No water-powers occur. No timber occurs. No fuel occurs in the township. Wood for camp purposes was obtained from the settlers at Willowbunch. No stone quarries nor minerals occur. The only game is antelope, ducks and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 26.

Township 8.—This township was reached from township 8, range 25, by travelling west along the north boundaries of township 7, ranges 25 and 26.. The soil varies

from black loam on clay subsoil to sandy loam on sandy subsoil. It supports a good growth of buffalo grass and affords good grazing. The surface is everywhere prairie. It is roughly rolling to hilly toward the south and east parts, but is more level toward the west and northwest. The climate is moderate with heavy frosts and high winds at the time of the survey. Hay is plentiful in the numerous hay marshes, and is chiefly marsh grass of good quality. Fresh water was to be found at the time of the survey in the hay marshes and sloughs. Lake No. 3 is alkaline, but is fed by springs. No water-powers occur. There is no timber. No fuel occurs. Coal and wood for camp were brought from Yellowgrass. No stone quarries nor minerals were found. The only game seen was antelope, duck and geese.—*J. L. R. Parsons, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 26.

Township 10.—This township on the whole is undulating and in the northern part very hilly, some hills being from two hundred and fifty to three hundred feet high. The southerly part is not so much broken and contains some fairly good land that could be cultivated. There are no hay lands of any extent, what there is, being chiefly short grass. Water in general is not very plentiful, but some ponds have a fairly good supply. In sections 5 and 6 there are two lakes, the water in which is strongly alkaline and not fit for use. There are no streams in the township and of course no water-powers. The climate seems to be favourable and not in any way subject to summer frosts. There is no fuel of any kind to be had on this township or on any of the adjoining townships, nor are there any indications of coal or lignite, nor stone, except the loose stone on the prairie nor economic minerals of any kind. Game is scarce only a few ducks on the ponds and lakes. The township on the whole is not suitable for farming, only part of the south, in which are some sections of fairly good land, and there are some localities that would be suitable for ranching purposes as good shelter can be had in the hilly portions to the north while a fair supply of fuel can be had in the southerly portions and also among the hills.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 27.

Township 10.—This township on the whole is a fairly good township there being many sections of first-class land and good soil. Much of the soil is clay and clay loam, which, when cultivated, would be suitable for grain growing, also for roots. The surface is entirely open, treeless prairie. The surface is undulating and in the eastern part is very hilly and in places the soil is hard and gravelly. There are a few hay marshes in the southerly part of the township, but there are none of any extent that would yield much hay. The water is generally good. The only supply being in the sloughs or hay marshes mentioned above. There are no streams of any kind and consequently no water-powers. The climate seems to be favourable with no indications of summer frosts. There is no fuel to be had on the township nor in the adjoining townships, and there are no indications of coal or lignite. There are no stone quarries, nor any minerals. Game is scarce, owing partly to the scarcity of water. This township would be fairly adapted to agriculture as the soil is of fairly good quality. In some parts the pasturage is fairly good and might be used for ranching purposes. The scarcity of hay would be a drawback for winter use. The trail from Moosejaw to Willowbunch runs past the westerly side of the township which makes it easy of access.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 27.

Township 11.—This is, on the whole, rather an inferior township, there being a great deal of broken, rough and alkaline land in it. The surface is entirely prairie,

very undulating and having many ponds or sloughs. There is no timber of any kind in the township nor in any locality near, so that wood for fuel had to be teamed from Moosejaw. There does not appear to be any hay land or marshes that would yield hay. There are many ponds in which the water is quite alkaline and unfit for use. There are no streams. The only water supply is to be found in the ponds. There is a bay or branch of the Lake of the Rivers in the southwestern part of the township. The water in it is quite alkaline. There are no fixed rocks nor stone quarries to be seen. There is one place near Rivers lake where a sort of coal is to be found, but it does not appear to be in any quantity. There are no streams or springs so there are no mill sites. This township could only be used for ranching, as the soil does not appear to be suitable for farming or agriculture, though the climate appears to be favourable. The trail from Moosejaw to Willowbunch passes through the western part of the township, which makes it quite easy of access at all times as the trail is a very good one—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 27.

Township 12.—This township is very rough and hilly, especially in the northern part, which contains many high hills. The southerly part is less hilly, but the whole township may be classed as hilly. The nature of the soil is very hard clay in most places, but in the southerly part the soil is more loamy and there are a few good sections of land. The soil generally is not adapted for agriculture, but many localities would be suitable for ranching purposes. The surface is prairie, quite open, there being no timber or wood of any kind, not even for pickets. There are no large hay marshes, the only hay being around the ponds and sloughs. There appears to be a permanent supply of water in many places in the sloughs and ponds. For the most part the water is fresh though there is a good deal of alkali in some of the water. There are no streams or springs in any part of the township. The climate appears to be favourable and there are no indications that summer frosts would be common. There is no fuel to be found, nor so far as we could ascertain, can any be found anywhere near this. There are no fixed rocks in any part of the township, but there are in many places plenty of stones that could be used for building purposes. Neither are there any indications of any minerals of any kind. There is no game, only a few ducks. On the whole, this township might be used for ranching purposes, as the pasturage in many places is good and shelter could be found among the hills for stabling. The township is quite easy of access, as the Willowbunch trail passes close to the western boundary. The trail from Moosejaw to Willowbunch is very good and in fair repair.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 28.

Township 6.—This township has considerable good land, especially in the southerly part. The northeasterly part is a good deal broken by a part of Willowbunch lake and by deep ravines and coulees in many places. The soil in the southerly part would be well adapted for farming or ranching as there are some good hay marshes, from which the settlers of Willowbunch get a fair supply of hay. The northerly part is very much broken, and the soil hard and not well adapted for farming. The surface is all open prairie, there being no timber of any account, only a few scrubby bushes and small trees in the ravines. The water in many places is alkaline, but there are a few fresh water sloughs that afford fairly good water. There are no streams of any kind and consequently no mill sites or water-powers. The climate indications are very favourable and does not appear to be subject to summer frosts. There are no fixed rocks in any part, and no signs of coal or lignite, though a species of coal is found in township

5 in same range. Game is very scarce, there being only a few ducks on the lakes and ponds. There are no indications of any minerals of any kind. The water in Willowbunch lake is quite alkaline, and not fit for use, being at all times quite muddy. Taking the township as a whole it would be fairly well adapted for settlement and for the growing of wheat and other grains.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 29.

Township 4.—This township is gently undulating to hilly. Some parts are very hilly and the surface all open prairie. The soil is generally loam and in many places very hard, yet if it was broken up it might yield good wheat or other grain. There is no timber of any kind growing on any part of the township. There are some good hay lands situated on the western and northwestern portions. A good deal of hay is cut by the settlers at Willowbunch. The water in the ponds and lakes is generally good, but there is a part of a lake in sections 2, 3, 10 and 11 that is quite alkaline. Some of the ponds and lakes appear to be permanent. There are no streams and consequently no water-powers on any part of the township. The climate appears to be good and there are apparently no summer frosts. There is no fuel of any kind, nor any indications of coal or lignite or minerals of any kind. Neither are there any fixed rocks. Game is scarce, only ducks, of which there are a great many on some of the ponds. Taking the township as a whole it might be fairly well adapted for settling as it is easily reached by trail from Willowbunch, and the land might yield well when broken up. Rain seems to be scarce, which fact accounts for the general surface being dry and hard. There is a part of a lake in the southerly portion and one in the central that have been traversed.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SECOND MERIDIAN.

Range 29.

Township 5.—This township on the whole is a fairly good one, as there are many sections of very good soil, which would be suitable for farming purposes; also there are some good ranching lands. The whole of the township is open rolling prairie, there being no timber of any kind to be found. There are a few good hay marshes from which some hay can be cut, but the quantity is limited. The water generally is fresh, there being little alkali among the ponds. There are no streams of any kind and consequently there are no mill sites or water-powers. Fuel is scarce, there being none in the township, but there are some indications of coal to be found in the adjoining township to the east. Game is scarce, there being only a few ducks on the ponds. There is a good trail running through the township from Willowbunch to Wood mountain, over which route the mail is carried. This township if once broken up would make fairly good land for settlement or for ranching, there being some ponds that hold water all the season. The climate seems to be favourable and does not appear to be subject to summer frosts. In the adjoining township to the east there are some settlers and ranchers who have very fine gardens, growing potatoes and other vegetables with good success.—*James Warren, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 6.

Township 22.—This township is reached by a good trail (alongside the Canadian Pacific railway track), from Moosejaw, as far as Chaplin, fifty-five miles distant, thence northwesterly, a distance of thirty-three miles. The soil of this township is a sandy clay, suitable for wheat and oats in wet seasons and for potatoes and vegetables at all times. The surface is generally level, but rolling in places. It is all prairie

with no scrub or wood of any kind. A few small hay sloughs are to be found in sections 17, 18, 31, 32, 33, 34, 25 and 26, but the quantity of hay is small. Water is very scarce, there being no streams. The only available supply is obtained from the sloughs and marshes. As these sloughs are small they almost dry up in hot weather, and the water which otherwise would be fair, becomes stagnant. Wells were dug to provide water during the survey, during which (about two weeks), the days were hot and the nights cool, but with no frosts. There is no fuel of any description, the nearest being along the banks of south Saskatchewan river, distant six to fifteen miles, where there is a very limited supply. No indications of coal or lignite were visible, nor stone nor metals of any description. The only game seen were antelope and prairie wolves. This township is as yet unoccupied.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 7.

Township 22.—This township was reached from Moosejaw by a good trail following along the main line of the Canadian Pacific railway, as far as Chaplin, distant fifty-five miles. From here is a branch trail running northwesterly to this township thirty-three miles distant. The soil is second-class, being of a sandy clay, excepting along Saskatchewan river, where it is almost sand. Wheat and oats would grow during a wet season and potatoes and vegetables at all times. The surface of the country is undulating, but broken and hilly on its western side by ravines, which extend to the river, thus making an ideal ranching country. With the exception of a few bluffs of cottonwood and poplar close to the river, there is no timber or bush of any description whatever. The only available hay is procured from the lake (now a marsh), situated in sections 13, 14, 23 and 24. Little or no water is to be found, except in the river and the lake or marsh just mentioned. The water is, of course, fresh in the river but quite stagnant in the lake. Fresh water had to be obtained by digging wells whilst at work in the vicinity of the latter. As regards depth, current, volume of water, &c., the river is already well known. There were two weeks work in this township, and the climatic conditions during this time were most favourable in every way. There were no frosts. The only fuel obtainable is a little dead poplar along the river. No indications of coal or lignite veins, nor stone nor minerals of any description were noticed. Antelope, a few prairie chickens and partridge were the only game seen. Two ranchers were located in this township on sections 18 and 30, previous to the survey, however, at the time of survey every quarter section was entered for by a colony of Germans who started building a village on the northeast quarter of section 22.—*E. W. Hubbell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 8.

Township 48.—This township may be reached by way of the mail trail from Duck lake to Aldina, thence by a fairly good trail to the southeast corner of the township. The surface is rolling, without any high hills and the soil is generally clay with stones and boulders scattered in many places over the surface. There are numerous small marshes or sloughs and lakes, some of a considerable size, notably Paddling lake and Grassy lake, on the east boundary. These are fresh water lakes with plenty of fish, such as pike and suckers. There is considerable hay land around Grassy lake, especially in a dry season, as well as many small areas scattered throughout the township. There are no water-falls in the township nor minerals. Deer, moose and elk are fairly plentiful. The township is not suitable for farming purposes being too stony.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 9.

Township 48.—This township may be reached by taking the mail route from Duck lake to Aldina, thence by a fairly good trail to the northeast corner of township 47, range 8, where there is a settler engaged in the ranching business. There is no trail extending farther excepting what was made to have the township surveyed. The soil is generally clay and stony, except in low places and around marshes or sloughs where there is black mould. There are numerous small marshes and ponds, or lakes. The lakes are all fresh water. The northern and eastern parts of the townships are rolling and hilly, while the southern portion is low and swampy with considerable areas of willow. The high or dry land is all timbered with poplar, large enough for fuel and fencing. There are a few patches of spruce fringing some of the marshes but none of marketable value. There is a stream about twenty-five feet wide outletting Little Sandy lake, flowing northeasterly with a strong current but with no falls for water-powers. There are no minerals in the township. There are no settlers nor is the township suitable for framing purposes, being too stony—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 12.

Township 27.—At the present time land seekers and settlers coming into this and adjoining townships mostly make use of the trail from Saskatoon, but I am informed that a few came in by way of Hanley station on the Regina and Prince Albert branch of the Canadian Pacific railway. The Saskatoon trail is in very good shape this dry season. The soil is chiefly a rich dark clay loam overlying clay, and is eminently adapted for grain raising. The surface throughout is rolling prairie with no timber whatever. The prairie grass is very short and there are no hay marshes. The southerly end of the large lake in township 28 lies in the northwesterly two sections of this township. The water is slightly alkaline. Very little water was found in the streams flowing into and out of this lake. The water in the sloughs is very shallow, a great many being dry. No snow last winter is the cause of the lowness of the water. While surveying in the month of June wet weather was the rule. On the nights of June23, 24 and 25 ice formed on pails of water to about one-eighth of an inch in thickness. The prevailing winds were north and northeast. No fuel whatever occurs in the township, but a limited supply of poplar may be obtained at Red Deer lake to the east. No coal was seen. No stone quarries nor minerals occur. Numerous ducks were noticed on the large lake in the northwesterly part of the township and on some of the watercourses. No prairie chickens were seen. A few antelope frequent the area around the lake.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 12.

Township 28.—At the present time land-seekers and settlers coming into this and adjoining townships, mostly make use of the trail from Saskatoon, but I am informed that a few came in by way of Hanley station, on the Regina and Prince Albert branch of the Canadian Pacific railway. The Saskatoon trail is in very good shape this dry season. The soil is chiefly a rich dark clay loam overlying clay, and is eminently adapted for grain growing. The surface throughout is rolling prairie. No timber whatever occurs. The prairie grass is very short and thin, and there are no hay marshes. There is a large lake in the westerly part of the township, the water of which is slightly alkaline. Very little water was found in the streams flowing into and out of this lake. Sloughs are scarce. While surveying in the month of June, wet weather was the rule and for the time of the year exceedingly chilly. The prevalent wind was

north. There is no fuel whatever in the township, but a limited supply can be had at Red Deer lake to the south and east. No coal, stone quarries nor minerals occur. Numerous ducks were noticed on the large lake and in some of the water courses. No prairie chicken were seen. A few antelope frequent the area around the lake.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 13

Township 12.—From the village of Swift Current, Saskatchewan, the Mennonite trail was followed into this township for a distance of twenty miles. The soil is generally a black, sandy, clay loam, ten inches deep, with a sandy clay subsoil. The northern part of the township is gently undulating. The southern portion is easy rolling. No timber occurs in the township. No hay lands proper occur, the native grass furnishes the only supply. No creeks or ponds occur, but water is found at an average depth of thirty feet by digging. No water-powers exist in this township. The township is located at about the extreme edge of the country, visited by chinook winds, the average rainfall, it is claimed by near residents, is greater than at Moosejaw, and the average winter temperature also slightly higher. There is no fuel available in the township, but proximity to the railway ensures a coal supply. There are no stone quarries. There are no minerals. Antelope is the sole representative of game. The soil, climate and grasses give every indication of agricultural possibilities. The township is first-class in every respect.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 13.

Township 27.—At the present time land-seekers and settlers, coming into this and adjoining townships, mostly make use of the trail from Saskatoon, but I am informed that a few came in by way of Hanley station on the Regina and Prince Albert branch of the Canadian Pacific railway, crossing the south branch of Saskatchewan river by ferry due west of Hanley. The Saskatoon trail is in good shape this year on account of the light snowfall last winter. The soil is chiefly either a clay or sandy loam overlying clay subsoil and is eminently adapted for grain growing. The surface throughout is rolling prairie with no timber whatever. The prairie grass is very short and thin and there are no hay marshes. There are two small lakes in the southeasterly part of the township, both of which are very alkaline. There is no running water in the creeks emptying into and flowing from these lakes. There is very little water in the sloughs. Very chilly wet weather occurred towards the end of the month of June, but no frosts were experienced, although there were frosts a short time previous. There is no fuel whatever in the township, but a limited supply of poplar can be obtained at Red Deer lake to the east. No coal was seen. No stone quarries nor minerals occur. There are a few antelope and some ducks were seen on the lakes but were not numerous. *H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 13.

Township 28.—At the present time land-seekers and settlers, coming into this and adjoining townships mostly make use of the trail from Saskatoon, but I am informed that a few came in by way of Hanley station on the Regina and Prince Albert branch of the Canadian Pacific railway crossing the south branch of Saskatchewan river by ferry, due west of Hanley. The Saskatoon trail is in good shape this year, on account of the light snow fall last winter. The soil is chiefly a dark strong clay, an excellent wheat soil. The surface throughout is rolling prairie with no timber or bush what-

ever. The prairie grass is short and thin. There are no hay marshes. With the exception of a shallow slough, in section 33, no water was seen in the township. The water in the slough was sweet and evidently only gathered from the recent rains. In the last of June and the beginning of July the days were very hot and the nights usually cloudy. No frosts occurred. No fuel, stone quarres nor minerals were found Numerous antelope were seen but ducks were very scaree. —*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 27.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford, and thenee westerly into the township. The soil of the whole of this township is clay. Parts of sections 34, 35 and 36 are taken up by a portion of Bad lake, and around the lake the soil is alkaline clay. The greater part of the township is open rolling prairie. There is no timber. The growth of grass is fairly good and would be suitable for grazing, but there are no hay marshes. The water of Bad lake is very saline and disagreeable, but there is a stream of good water running across the north boundary of section 22 which is fed by springs in this section, and is permanent, and would furnish a limited supply of good water. There are one or two small sloughs in the western half of the township, but in very dry seasons these could not be relied upon. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. There is no supply of fuel in this township. No coal or lignite veins nor minerals of any kind were found. Ducks and geese were plentiful on Bad lake, and many antelope were seen—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 28.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford, and thence westerly into the township. The soil throughout the township is heavy clay. The north and westerly sides of the township are much broken up with deep rough coulées, but the greater part of the township is rolling prairie. Bad lake occupies most of sections 1, 2, 3, 10, 11, 12, 13, 14 and 15. The growth of grass is sparse, and there are no hay marshes. Parts of the township would be suitable for grazing. Bad lake is shallow and alkaline, and the water therefrom is not fit for use. There are some good springs, however, on sections 2, 4, 12 and 16, the water from which runs into Bad lake, and these would be a permanent souree of supply in what is otherwise a very dry township. There is a pond of good water on the east boundary of section 35 and a small slough on the east boundary of section 30, but these would not be permanent in very dry weather. The general indications point to a climate with comparatively little rainfall in the summer months. There are no summer frosts. There is no supply of fuel in this township, nor coal nor lignite veins. No stone quarries nor minerals of any kind were found. Ducks and geese were very numerous on Bad lake, and several antelope were seen.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 29.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford and thenee westerly to this township. The trail is in good condition. The soil is generally about six to eight inches of black loam on a clay subsoil. The township is hilly throughout, and best adapted to grazing, but some of the sections on the east side are not so hilly, and would be fairly suitable for

farming. The whole of this township is open prairie. There is no timber. There are numerous small hay marshes throughout the township, and larger ones in sections 6, 10, 31, 33 and 34, from which hay of good quality may be cut. Fresh water marshes and ponds are numerous throughout the township. The water supply is sufficient and permanent, and the land is not liable to be flooded. There are no water-powers. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. There is no supply of fuel in this township, nor coal nor lignite veins. There were no stone quarries nor minerals of any kind. A good many antelope were seen ,also ducks. An old cart trail crosses section 31, leading northeasterly, and joining the Battleford trail at the crossing of Eagle creek—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 31.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford as far as the crossing of Eagle creek. The trail is in good condition. From the crossing of Eagle creek, on the south side, there is a faint trail leading westerly along the creek about two miles, and thence southwesterly up the side of the valley to this township. The soil is generally about six inches of black loam on a clay subsoil and would be suitable for grazing. The township is open prairie, except for a few coulées that have a limited amount of poplar, and maple and some scrub in them. These coulées are on the north side of a high range of hills known as the 'Bad hills,' which enter the township in section 13, and run northwesterly, crossing the west boundary in sections 30 and 31. The north side of this range of hills is very rough and steep. The highest point of the range is in section 29, and, the descent to Eagle creek, about six hundred feet below, is very rapid. The north boundaries of sections 22 and 23 are along the slope on the north side of the Bad hills and cross a succession of deep ravines. There is a limited supply of poplar and maple timber from four to eight inches in diameter in these coulées at different points along the north side of the Bad hills. There is a fair growth of grass south of the Bad hills. Small hay marshes are numerous from which a limited quantity of good hay can be cut. Eagle creek flows through the northeast corner of this township, but its water is saline and disagreeable. South of the Bad hills water may be obtained in the ponds and marshes. No land is liable to be flooded and there are no water-powers. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. The coulées on the north side of the Bad hills will furnish a limited supply of fuel. No coal or lignite veins, stone quarries nor minerals of any kind were found. A few antelope were seen, also ducks on Eagle creek, and on the small ponds and marshes.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 32.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford until abreast of it, and thence westerly into the township; this trail is a very good one. Opuntia lake occupies part of sectons 30 and 31 of this township, and from it flows Eagle creek across the township in a southeasterly direction through sections 30, 19, 20, 17, 9, 4 and 3. The soil generally throughout the township is clay, and for a considerable distance on either side of Eagle creek it is alkaline clay. The township is fairly suitable for grazing. The whole of the township is open prairie. There is no timber. The growth of grass is sparse, and there are no hay marshes. Eagle creek and Opuntia lake afford a supply of water that horses will drink, but it is saline, and disagreeable. Good water is very

scarce indeed in this township. There are no sloughs, but a nearly dry creek-bed, running across the township, has a few pools which furnish a very limited supply of not very good water. After a succession of dry seasons there would be no water at all. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. There is no supply of fuel in this township. No coal or lignite veins, stone quarries nor minerals of any kind were found in this township. Many ducks and geese were seen on Opuntia lake.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 33.—The route for reaching this township is along the surveyed trail from Swift Current to Battleford until opposite the township, then westerly until this township is reached. Along the northern boundary of the township there is a fair depth of black and sandy loam, but the balance of the township is clay. The land is suitable for grazing. The whole of the township is open prairie. A portion of the southwest quarter of section 6 is cut off by Opuntia lake. There is no timber. The township has a fair growth of grass, and there is a large hay marsh in section 19 which would furnish a limited supply of good hay. Opuntia lake in the southwest corner of the township furnishes a supply of water for stock, although alkaline. Fresh water may be obtained from ponds on the east boundary of section 28, on the east boundary of section 26, and from two small sloughs near the centre of the township, also from the hay marsh in section 19, but in a dry season would be very scarce. No land is liable to be flooded. There are no water-powers. The general indications point to a climate with a fair rainfall. There is no fuel whatever. No coal or lignite veins, stone quarries nor minerals of any kind were found in this township. A few ducks and antelope were seen.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 18.

Township 34.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford, and thence westerly along a good cart trail which crosses the surveyed trail in township 35, range 16, west of the third meridian, at what is known as the 'sixty mile bush.' The cart trail crosses this township near the north boundary. In the northern part of the township there is a fair depth of sandy loam, changing gradually to sand at the south. The land is suitable for grazing. The whole of the township is open prairie. The southerly part has in places a scattered growth of wolf willow scrub, and rose bushes. There is no timber. The township has a fair growth of grass and a few small hay marshes in the southerly part. Lake Togo, in sections 15, 22 and 23, and Lake Oku, in section 23, furnish a permanent supply of water for stock, although alkaline. Fresh water may be obtained from a pond at the northeast corner of section 34 also from a number of smaller ponds and marshes throughout the township. No land is liable to be flooded, and there are no water-powers. The general indications point to a climate with a fair rainfall. There were no summer frosts. There is no fuel whatever in this township. No coal or lignite veins were found. There were no stone quarries nor minerals of any kind found in this township. A few ducks were seen around lakes Togo and Oku.—*Herbert J. Bowman D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 19.

Township 27.—A good trail from Swift Current to Battleford affords an easy access to this township. The soil is red clay with stones in places and is suitable for grazing. The surface is prairie with no timber of any kind. There is considerable hay in numerous hay marshes spread over the township. The water in the sloughs is generally fresh, but the quantity is insufficient as most of the hay sloughs dry up in the summer. There are no streams. The climate is dry and otherwise similar to that of Swift Current. Wood is obtainable for fuel at Saskatchewan river. There are no coal or lignite veins in the township. There are no stone quarries nor economic minerals as far as I observed. Antelope, duck, geese and chicken were seen in the township.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 19.

Township 28.—A good trail from Swift Current to Battleford passes through range 17 and renders the township easy of access. The soil is generally a good clay loam ,and with sufficient rainfall would be good for grain raising. The surface is prairie, with no timber, as far as I know, closer than South Saskatchewan river. The township has a number of hay marshes, comprising in all, probably 1,000 acres. The hay is ordinary marsh grass. The water in the lake is alkaline, but in the sloughs it is fresh. The supply is permanent in some of the sloughs, but its sufficiency is doubtful. There are no streams. No danger of floods and no chance of water-power. The climate is similar to that of Swift Current. Could not say anything as to summer frosts. Wood can be obtained along Saskatchewan river, a distance of about twenty-five miles away. I saw no coal or lignite veins, no stone quarries nor any minerals of economic value. Antelope, duck and geese were seen in the township.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 19.

Township 32.—The route for reaching this township would be along the surveyed trail from Swift Current towards Battleford leaving it about opposite the centre of township 30, range 17, and thence northwesterly across township 30, range 18 and township 31, range 19. If coming from the north the trail would be left about opposite the centre of the township, and a course taken due west across country. This would necessitate crossing Eagle creek a short distance south of Opuntia lake. A crossing can be made if the wagons are light, and the loads are carried across. The whole of this township is clay with the exception of some sandy land forming parts of sections 24, 25, 26 ,35, 36 on the west of Opuntia lake, which cuts off a small part of the northeast corner of this township. The land would be suitable for grazing, and the clay land for farming, as it is thought that when the soil is tilled it would tend to increase the rainfall. The whole of the township is open prairie. There is no timber. The growth of grass on this township is sparse, and there are no hay marshes. Opuntia lake enters sections 24, 25 and 36, and affords a supply of water, but it is saline and disagreeable, although horses will drink it. On the bank of the lake, in section 25, there is a fine spring of good water, but apart from this there is no permanent supply of good water in this township. The land is not liable to be flooded and there are no water-powers. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. There is no supply of fuel in this township. No coal nor lignite veins were found. There were no stone quarries nor minerals of any kind found in this township. Ducks and geese were numerous on Opuntia lake.—*Herbert J. Bowman, D.L.S., 1904*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 19.

Township 33.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford and thence westerly along a good cart trail, which crosses the surveyed trail, in township 35, range 16, west of the third meridian, at what is known as the 'sixty-mile bush.' This cart trail would be followed as far as section 34, township 34, range 19 ,and then the route would be direct south to this township. Eagle creek and its expansion, Opuntia lake, divide this township into eastern and western parts. The soil of the eastern part is generally of a heavy clay, except along the lake and creek, the banks of which are in some places sandy and stony. The western part of the township has generally from four to eight inches of black loam on a sandy subsoil in the south, changing gradually to clay in the north. The valley of Eagle creek is nearly a mile wide, and is alkaline clay. This township is fairly suitable for grazing. The whole township is open prairie. There is no timber. The growth of grass on this township is sparse, and there are only a few small hay marshes. Eagle creek and Opuntia lake afford a supply of water that horses will drink, but it is saline, and disagreeable. On the bank of the lake, in section 2, there is a fine spring of good water which will afford a permanent supply. Water may also be obtained from the few small marshes in the northerly half of the township, but these will not be permanent after a succession of dry seasons. The general indications point to a climate with comparatively little rainfall in the summer months. There were no summer frosts. There is no supply of fuel in this township. No coal or lignite veins were found. There were no stone quarries or minerals of any kind found in the township. Ducks and geese were numerous on Opuntia lake.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 19.

Township 34.—The route for reaching this township is along the surveyed trail from Swift Current towards Battleford, and thence westerly along a good cart trail which crosses the surveyed trail in township 35, range 16, west of third meridian, at what is known as the 'sixty-mile bush.' The cart trail crosses sections 33, 34, 35 and 36 of this township. Eagle creek crosses the southwest corner of this township in an alkaline valley nearly a mile wide. The balance of the township generally has a fair depth of black loam on a clay subsoil, and is covered with a rich growth of grass. This land is very fertile, and suitable for mixed farming, except in sections 23, 24, 25, 26, 35 and 36, which are hilly and better adapted for grazing. The whole of the township is open prairie, but it is broken by the escarpment of the 'Bear hills' along the south boundary. The valley of Eagle creek forms a pass through this range in which is located the proposed line of the Grand Trunk Pacific railway. The south side of the escarpment is broken by a number of coulées. In some of these poplar wood is found, and a little maple on east boundaries of section 2 and 9. The trees have a maximum diameter of six to eight inches, but there is only a limited supply. There are a number of small hay marshes scattered over the township, and particularly on sections 10, 21, 22, 28 and 29, but the quantity of hay that could be cut from these would be small. There is, however, as before mentioned, a rich growth of grass over most of the township, which could be cut for hay. Eagle creek flows through the southwest corner of this township and is about twenty feet wide and from one to three feet deep, but in a dry season there is scarcely any flow, and the water is not good. Good water may generally be obtained in the marshes throughout the township, and there are permanent ponds in sections 31, 33 and 34. Along the south side of the escarpment of the 'Bear hills' there are a number of springs of good water, a small creek from one of these crossing the south boundary of section 2 near the centre. The valley of Eagle

creek will be flooded in the spring to a depth of from one to two feet. There are no water-powers. The general indications point to a climate suitable for agriculture with sufficient rainfall to produce good crops. There were no summer frosts. A small quantity of poplar, and maple wood is available from the coulées before mentioned, but would soon be exhausted. When the land is taken up, and prairie fires put an end to, there are indications that bluffs of poplar would grow rapidly everywhere, and would possibly furnish a supply of fuel in time. No coal or lignite veins were found. There were no stone quarries nor minerals of any kind found in this township. A few antelope were seen, also a few ducks on Eagle creek and small ponds.—*Herbert J. Bowman, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 20.

Township 27.—A good trail from Swift Current to Battleford passes about fifteen miles east of the township and renders it easy of access. The soil is clay for the greater part with stony ridges in places. It is suitable for grazing, but if irrigated, the greater part would do for grain growing. The surface is prairie with no scrub or timber of any kind. Small hay sloughs are found dotted over the township. There is no water except in one small slough in section 13. This water was fresh. The climate is apparently too dry ,at time of our survey the ground was suffering for the want of moisture and at this season frosts were frequent (November), but cannot say as to summer frosts. There is no fuel in the township but it has to be hauled from the South Saskatchewan. There are no coal or lignite veins, no stone quarries nor economic minerals. Antelope was the only game seen.—*C. C. Fairchild, D.L.S. 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 20

Township 28.—A good trail from Swift Current to Battleford gives easy access to this township. The surface is bare prairie with a clay soil. There is no timber of any kind and wood has to be hauled from the South Saskatchewan river or Eaglehill creek. There are numerous small hay sloughs in the township. There are a number of sloughs in the township in the north part of which some seem to be fed with springs. The water is fresh and abundant, especially for this section of the country. There are no streams. The climate is dry, but I know nothing of the danger from summer frosts. Wood is the only fuel available and may be obtained from drift wood along the South Saskatchewan. There are no coal or lignite veins, no stone quarries nor economic minerals as far as I observed. Antelope, duck, geese and prairie chicken were seen.—*C. C. Fairchild, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 26.

Township 32.—There is a good trail from Medicine Hat to Battleford, via Red Deer Forks, which passes through township 31, range 24, from which a route can be found through township 31, range 25, thence to this township. The soil is mostly a very hard, stiff clay, the balance being a hard sandy loam with clay subsoil and is most suitable for a summer range for cattle, and not adapted for agricultural purposes. The surface is rolling prairie without any timber or trees of any kind. There are no streams, quarries, minerals, nor good hay marshes in this township. There are no large bodies of water but a number of grassy sloughs, the water in which is slightly alkaline.—*Walter Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 29.

Township 3.—From the town of Maple Creek the trail to Havre, Montana, was taken. About fifty-five miles out from Maple Creek the above-mentioned township was reached. The soil is generally third-class, being hardpan and gravel. The township consists of gently rolling country and numerous flats of cacti and sage brush. No commercial timber occurs. Very little hay is to be found. Lodge creek, the only water, is good and fresh, is about twenty links wide and two deep, and runs from two to three miles an hour. No water-powers are available. The climate is very similar to the average Southern Alberta climate with plenty of rain and summer frosts. Fuel is entirely absent, but wood can be had in Cypress hills. No rock in situ suitable for building purposes was observed. There are no indications of minerals. Antelope appear to be numerous; there are also a few ducks, chickens and geese.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 29.

Township 4.—From the town of Maple Creek the trail to Havre, Montana, was taken. About forty-seven miles out from Maple Creek the trail passes south through the above-mentioned township. The soil is generally third-class, being hardpan and gravel. The country is rolling and there is very good grazing. No commercial timber occurs. Very little hay can be cut on account of the grass being short; but what little can be had is very good. Lodge creek runs through this township. It is good, fresh water about twenty links wide and two deep, and runs from two to three miles an hour. No water-powers are available. The climate is similar to average southern Alberta climate, with plenty of rain and very often summer frosts. Fuel is entirely absent, but wood can be had in the Cypress hills thirty miles north. No rock in situ suitable for building purposes was observed. There are no indications of minerals. Antelope appear to be numerous. There are also a few ducks, chickens and geese.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 30.

Township 3.—From the town of Maple Creek the trail to Havre, Montana, was taken. Fifty or sixty miles out from Maple Creek the above-mentioned township was reached. The soil is generally third-class, being hardpan and gravel. The country is flat with cacti and sage brush. No commercial timber occurs. Very little hay can be found to cut. No water can be found. No water-powers are available. The climate is similar to average southern Alberta climate, plenty of rain and summer frosts. Fuel is entirely absent but wood can be had in the Cypress hills. No rock in situ suitable for building was found. There are no indications of minerals. Antelope appear to be numerous ; feathered game are not so plentiful.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 30.

Township 4.—From the town of Maple Creek the trail to Havre, Montana, was taken. Fifty or sixty miles out from Maple Creek the trail passes through the above-mentioned township. The soil is generally third-class, being hardpan and gravel. The surface is rolling and open. No commercial timber occurs. Very little hay can be cut on account of the grass being short ; but what little can be had is very good.

The only water in the township is Lodge creek, which is good fresh water. No water-powers are available. The climate is very similar to the average southern Alberta climate with plenty of rain and summer frosts. Fuel is entirely absent but wood can be had in the Cypress hills. No rock in situ suitable for building purposes was observed. There are no indications of minerals. Antelope appear to be numerous ; there are also a few ducks, chickens and geese.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 27.—This township may be reached by taking the Battleford and Medicine Hat trail from either place and leaving it in township 26, thence northwesterly across a rolling prairie country which can be traversed in almost any direction. The township is fairly level open prairie. The soil in the northern part is mostly sandy, and in the southern and central part chiefly clay and in many places hard. The water in most of the sloughs is alkaline, but sufficient fresh water was found in some of the shallow sloughs for camping purposes. There are no minerals, quarries nor water-powers in the township. Duck was the only game seen. The township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 28.—This township may be reached by taking the Battleford and Medicine Hat trail from either place, and leaving it in township 26, thence northwesterly over a rolling prairie country which can be traversed in almost any direction. The northern half of the township is rolling and hilly, while the southern half is fairly level and is all open prairie. The soil is mostly clay and in places hard, requiring a pick to dig the pits. The water is mostly alkaline, but there is fresh water in some of the shallow sloughs. There are no minerals, quarries nor water-powers. Ducks and a few antelope were the only game seen. The township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 29.—This township may be reached by way of the Battleford and Medicine Hat trail from either place, and leaving it in township 26, thence northwesterly over a rolling prairie country which can be traversed in almost any direction. This township is more hilly than rolling, the hills ranging from thirty to seventy-five feet high. It is all open prairie. The soil is generally light and sandy, but stiff or hard clay occurs in places, so that it was often necessary to use the pick-axe to dig the pits. The water in the sloughs is mostly alkaline, but sufficient fresh water was found for camping purposes. There are no minerals, quarries nor water-powers. Duck was the only game seen. This township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 30.—This township may be reached by taking the Battleford and Medicine Hat trail from either place to a point opposite the township, thence west over a rolling prairie which can be traversed in almost any direction. The township is rolling and hilly, the hills ranging from forty to seventy-five feet high. The township is all

open prairie and mostly of a light sandy soil, but occasionally clay occurs. The water is all strongly alkaline. There are no minerals, quarries nor water-powers in the township. The only game seen were duck and antelope. The township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 31.—This township may be reached by taking the Battleford and Medicine Hat trail from either place and leaving it in township 26, then striking northwest over a rolling prairie country. The township is more hilly than rolling, being broken by many hills, ranging from twenty-five to seventy-five feet high. It is all open prairie and the soil is mostly sandy but clay also in some places. There are numerous lakes, some of considerable size, but the water is all tainted with alkali, although lake No. 7 has two springs of fresh water flowing into it, the water in it is strongly alkaline as well as lake No. 3, which has one spring flowing into it. There are no minerals, quarries nor water-powers. Ducks and antelope were quite plentiful. This township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 32.—This township may be reached by taking the Battleford and Medicine Hat trail from either place to a point opposite the township, thence west over a rolling prairie country which can be crossed in almost any direction. The two southerly tiers of sections are quite hilly, the hills ranging from forty to seventy-five feet high. The northerly portion is rolling, but there are no high hills. The township is all open prairie with light sandy soil and gravel in places. The water in the lakes is strongly alkaline. There are no minerals, quarries nor water-powers. The township is more suitable for grazing than for agricultural purposes.—*David Beatty, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 49.—A great part of the township is good farming land, the soil being a black loam with clay subsoil. About one-half of the area is covered with willow and poplar brush. There is no large timber. The water in most of the sloughs is fresh. I saw no indications of minerals. Lloydminster, a village situate in the southern part of the township immediately to the north, is the market for that section of country. —*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 50.—This township has settlers scattered throughout it, many of them with considerable improvements. Part of the village of Lloydminster is on section 1 of the township. The greater part of the village is on the east side of the fourth meridian in the province of Saskatchewan. Lloydminster has a population of about five hundred, and many new buildings have been started since the railroad reached the place in August. The Canadian Northern railway crosses sections 1, 2, 3, 4, 5 and 6. About one-half or more of the surface of this township is covered with brush in small patches. Where poplar brush had apparently been destroyed by fire, willow brush has grown up. The soil is generally good and well suited for farming purposes. The water is fresh in most of the sloughs. No indications of minerals were observed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 51.—There are only a few actual settlers in this township who have located by building, but there are many indications of locations by patches of ploughing. The face of the country is generally rolling and about two-thirds of the area is covered with willow and poplar brush in patches. As in other townships where poplar brush has been destroyed by fire, willow brush has grown up. A deep ravine crosses from west to east through the northern tier of sections, with a creek-bed which was found in many places to be dry. The greater part of this township is good land and well suited for farming purposes, but that lying north of the ravine is light soil. The water is generally fresh. No indications of minerals were noticed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 52.—There are no settlers in this township, although the greater part of it is fairly good farming land. The surface is generally rolling and resembles the adjoining townships as to brush, which is principally willow and covers about two-thirds of the area; where poplar brush has been destroyed by fire, willow brush has grown up. The water is generally fresh in the sloughs but the water in the lakes in the northern part of the township is alkaline. I saw no indications of minerals—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 1.

Township 53.—There are no settlers in this township, and it is more suitable for grazing than for grain growing. The northern portion lying along or near Saskatchewan river is very hilly, and the soil is light, with considerable poplar brush, only fit for fuel or fence poles. About three-fourths of the area of this township is covered with bush or brush. The water in most of the sloughs is fresh. No indications of minerals were seen.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 27.—Various trails from the mouth of Red Deer river and from Steerford on Red Deer river, all of which come from Medicine Hat, on the Canadian Pacific railway, and some of which run through to different stations on the Calgary and Edmonton railway, pass south of this township. The surface is entirely high, rolling prairie, altogether destitute of timber. The soil is very poor, mostly third-class, being a mixture of sand, clay and gravel, and being very stony in places, thus making a very poor farming country. Prairie grass is short and thin and there are no hay marshes. Very little hay can be cut around the few sloughs, the soil being too alkaline for growing good grass. There is no running water. There are numerous small alkaline lakes, but fresh water is very scarce. No water-powers occur. The climate in July was very hot with no indications of frosts at night. No fuel was found nearer than Red Deer river, there being a limited supply of timber in that valley. No stone quarries nor minerals occur. No game of any kind was seen.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 28.—Various trails from the mouth of Red Deer river and from Steerford, on Red Deer river, all of which come from Medieine Hat, on the Canadian Pacifie railway, and some of which run through to different stations on the Calgary and Edmonton railway, pass south of this township. The soil is mostly light clay and sandy loam, stony in plaees and much too light for grain growing. The surface is entirely prairie, rolling but inclined to be hilly in some parts. There is no timber whatever. The prairie grass is short and thin and although hay may be cut in limited quantities around most of the sloughs, no hay marshes of any extent were found. There are a large number of alkaline sloughs, but very little fresh water in the township. There are no water-powers. The climate seems to be about the same as in other parts of the west, the days being hot, when there is no wind, and the nights cool; in July, the temperature falling very near the freezing point on the night of the 12th. No fuel occurs closer than South Saskatchewan river. No coal nor stone quarries occur. No minerals were found. Game was very scarce, only a few antelope and ducks being seen.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 29.—Various trails from the mouth of Red Deer river and from Steerford, on Red Deer river, all of which come from Medicine Hat, on the Canadian Pacific railway, and some of which run through to different stations on the Calgary and Edmonton railway, pass to the south of this township. The surface is entirely prairie, rolling but inclined to be hilly in some parts. There is no timber whatever. The soil is light clay and sandy loam, very stony towards the east and altogether too light for grain growing. The prairie grass is short and thin, and although hay can be cut in limited quantities around most of the sloughs no large hay marshes were met with. There are quite a number of sloughs of alkaline water, but fresh water is very scarce. No water-powers occur. The climate seems to be about the same as in other parts of the west, the days being hot, when there is no wind, and the nights cool in July, the temperature falling to near the freezing point on the night of the 12th. No fuel was found closer than South Saskatchewan river. No stone quarries nor minerals occur. Game of all kinds seemed very scarce, although a few antelope and ducks were seen. —*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 30.—A new trail, made recently by settlers going into the Sounding Lake district, and connecting with the old trail for Medieine Hat at Steerford, on Red Deer river, where there is a ferry, passes through township 30, range 3, affording an easy route to reach this township. This trail is rough at present as there has not been much traffic over it, and until the valley of Sounding creek is reached there is very little water. The soil is principally clay, very hard in most places, and is not adapted for agricultural pursuits. The surface is all prairie, rolling to hilly. There is no timber. A limited quantity of hay can be cut around what sloughs there are, but no large hay marshes were seen. The prairie grass is short and thin. There is no running water in the township and most of the sloughs and ponds are very alkaline. A slight frost occurred on the night of August 15th, the first since June. The weather was hot and dry, only a few local showers occurring. There is no fuel nearer than Red Deer river and only a limited quantity there. No coal or lignite was discovered. No minerals nor stone quarries occur. A few antelope and duck were seen.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 31.—The township is easily reached by a trail either from Medicine Hat or Battleford. The surface of the township is rolling, except the southern part which, however, is hilly. In the northeasterly part there are a number of sand hills. The soil generally is fourth-class, being either sand, or very hard clay. Water is not plentiful, there being only three or four fresh water sloughs in the whole township. There are a few salt sloughs, and one saline lake of considerable size on section 5. The township is destitute of timber, minerals, water-powers and stone quarries. This township might do for grazing purposes, but the surface is very dry and the grass does not attain to much perfection.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 32.—This township is generally level prairie, and the soil clay and sand. A trail from Medicine Hat to Battleford passes through the township. Sounding creek, a sluggish saline stream, runs through the westerly part of the township, and extensive hay meadows occupy the northwesterly part. The water throughout the township is saline. No wood, stone quarries nor minerals occur. There are a few beds of clay which might be suitable for the manufacture of clay products. This township is only adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 49.—There were only two settlers in this township at the time of survey, although indications of several locations were indicated by small patches of ploughing. The western and southern part of the township is very rough and rolling and the soil generally light, and in many places stony. About one-third of the area of the township is covered with brush, principally poplar, in the southern part. The water is fresh in most of the sloughs. No indications of minerals were observed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 50.—There are several settlers in this township but none with large improvements. The soil is generally good and well suited for agricultural purposes. The Canadian Northern railway passes across the northern part of the township. The surface is generally rolling and about two-thirds of it is covered with willow and poplar brush. As in other townships where the poplar brush has been destroyed by fire, willow brush has grown up. There is very little timber large enough for building purposes, but plenty suitable for fencing and fuel. The water is generally good in the sloughs. No indications of minerals were noticed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 51.—No settlers were found in this township, although there were indications of such from small patches of ploughing in several places. The township is well suited for agricultural purposes. The water in most of the sloughs is fresh. About one-half of the area is covered by willow and poplar brush, prairie and brush alternating in small patches. There is not much timber fit for building purposes but

sufficient for fencing and fuel. No indications of minerals were noticed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 52.—There are several settlers in this township but none with large improvements. The soil is generally good and well suited for agricultural purposes. Fresh water is found in most of the sloughs. Fully one-half the area is covered with willow and poplar brush. There is no large timber in the township and no indications of minerals.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 2.

Township 53.—The soil throughout the township is generally light and I consider better adapted to grazing than grain growing. The water is fresh in most of the sloughs. I found no indications of minerals.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 27.—A new trail, made by recent settlers going into the Sounding lake district and connecting with the old trail for Medicine Hat at Steerford, where there is a ferry crossing Red Deer river, passes through range 4. This trail is rough at present as there has not been much traffic over it. The soil is principally clay and gravel, very stony and very hard and not of much account for agricultural pursuits. The surface is all high, rolling prairie entirely destitute of timber. A limited quantity of hay can be cut around most of the alkaline sloughs. There are no large hay marshes and the prairie grass is very short and thin. There is no fresh water in the township. Some of the sloughs are very alkaline, the salt being crystallized on the surface to the depth of several inches. A few of the sloughs contain water that can be used for drinking and cooking purposes. The weather at the end of July was very warm and some days were extremely hot. Numerous thunder storms were seen passing, mostly to the south along Red Deer river, but no rain to amount to anything fell in our vicinity. No wood occurs nearer than Red Deer river, and only a small amount there. No coal, nor stone quaries nor minerals occur. A few antelope and ducks were seen and one lonely prairie chicken.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 28.—A new trail, made by recent settlers going into the country surrounding Sounding lake and connecting with the old trail for Medicine Hat at Steerford, where there is a ferry crossing, Red Deer river, passes through range 4. This trail is rough at present as there has not been much traffic over it. The soil is principally clay and gravel, very stony and very hard and not of much account for agricultural pursuits. The surface is all high rolling prairie with no timber whatever. A limited quantity of hay can be cut around most of the sloughs, which are mostly dry this season. There are no hay marshes of large area and the prairie grass is short and thin. There is very little fresh water in the township. Some of the sloughs are very alkaline, the salt being crystallized on the surface to the depth of several inches. A few of the sloughs contain water that can be used for drinking and cooking purposes. The weather at the end of July was very dry and warm, some days being ex-

tremely hot. Numerous thunder storms were seen passing, generally to the south along Red Deer valley, but no rain to amount to anything fell in our vicinity. No fuel occurs nearer than Red Deer river and only a small amount there. No coal, stone quarries nor minerals occur. A few antelope and duck were seen.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 29.—A new trail, made by recent settlers going into the country, surrounding Sounding lake and connecting with the old trail for Medicine Hat at Steerford, where there is a ferry crossing, Red Deer river, passes through range 4. This trail is rough at present as there has not been much traffic over it. The soil is principally clay and gravel, very stony and very hard, and not of much account for agricultural purposes. The surface is all rolling or high rolling prairie with no timber whatever. Hay can be cut around and through the numerous dry sloughs. There are no large hay marshes, and prairie grass is short and thin. On account of the intense heat during the last week in July the grass that was green at the beginning of the week was yellow at the end. Fresh water is more plentiful in this township than in those to the south of it, there being several springs around Lake No. 2 and quite a few fresh water sloughs. There is no running water. The weather in the beginning of August was exceedingly dry, the days being very hot. No rain, to amount to anything, fell for more than a month. I am informed that there is a little small timber a short distance north, but not enough to be called fuel. No coal nor lignite was found. No stone quarries nor minerals were discovered. A few antelope and ducks were seen and also small flocks of geese were noticed flying.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 30.—A new trail made by recent settlers going into the country surrounding Sounding lake and connecting with the old trail for Medicine Hat at Steerford, where there is a ferry crossing, Red Deer river, passes through this township. This trail is rough at present as there has not been much traffic over it. The soil is principally clay and gravel, very stony and very hard, and not of much account for agricultural pursuits. The whole surface is prairie, rolling ,but becoming hilly to the east and northeast. I was informed that there is timber in the northeast part of the township, but on investigation it proved to be only small stuff in a few ravines. No coal nor lignite was discovered and the nearest timber is in Red Deer valley, where the supply is limited. Hay can be cut around and through the dry sloughs. There are no large hay marshes and the prairie grass is short and thin. Fresh water was found in a few sloughs, but is scarce. Sounding creek, nearly dry at present, flows easterly and northerly through the township. The bed is deep mud and the current slow. No water-power could be developed in it. The water is alkaline. The weather in the beginning of August was very hot. No stone quarries nor minerals occur. A few antelope and ducks were seen, and some small flocks of geese were noticed flying. There is no doubt that the fires in the spring caused the scarcity of ducks and chickens. Numerous burned nests were found and in the beginning of August broods of young ducks and chickens were seen which did not appear to be many days old.—*H. B. Proudfoot, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 31.—This township is rolling prairie, except in the south where it is hilly. It is easily reached by a trail from Medicine Hat to Battleford. The soil is generally clay or hard sand. Sounding creek ,a sluggish saline stream, runs through the township in a northeasterly direction, and occupies a wide valley composed of extensive clay beds. There is no timber of any kind and the only fuel is the willow along Sounding creek. The water throughout the township is very bad. No stone quarries no minerals of any kind occur. The township is only suitable for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 32.—This township is rolling prairie, except in the south and west where it is hilly. The soil generally is sand and clay and is very hard and dry. Water is very scarce throughout the township. There is a small stream about the centre of the township which contains a few pools of good water. There is no timber. The only fuel is confined to a few willows in the valley of a small stream. Wild fruit, such as cherries, currents and gooseberries are plentiful in the hills. There are no water-powers, stone quarries nor minerals. Game is confined to a few jack-rabbits and an occasional antelope. This township is only suitable for grazing purposes, and is easily reached by a trail from Medicine Hat or Battleford.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 33.—This township is rolling prairie and the soil a very hard dry sand. Three lakes (expansions of Sounding creek) occupy a considerable part of the township. The water in these lakes is saline and not very pleasant to the taste. Sounding creek enters the township near the southeast corner and leaves it near the northwest corner. There is very little good water in this township and no timber nor fuel nearer than twenty miles. No water-powers ,stone quarries nor minerals occur. Game, such as wild ducks and geese, appears to be very plentiful. The grass throughout the township is of very poor quality. There appears to be a great deal of wild fruit around the lakes. This township is hardly adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 52.—Six settlers were found located in this township, all with comfortable houses and stables. Vermilion river passes through the west side of the township through a valley about one mile wide and one hundred feet deep. This river is about one chain wide and of good fresh water. The soil is everywhere fairly good and adapted for agricultural purposes. There are many small hay marshes scattered throughout the township. There is not much building timber, although about one-half of the surface is covered with brush or small poplar. No indications of minerals were seen. —*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 3.

Township 53.—There are several settlers in this township, none of whom have been living on their places more than two yeras, consequently not many improvements have been made. The soil is generally good and well suited for farming purposes. Vermilion river passes through the western part of the township in a valley about one mile wide and one hundred feet deep. The river is about one chain wide and is fresh water, with swift current and some short rapids but no falls. The country is generally rolling and about one-half of the surface is covered with brush in patches alternating with prairie. There are many small hay swamps and the water in the sloughs is generally fresh. No indications of minerals were noticed.—*David Beatty, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 27.—This township is reached by trail from Medicine Hat, which trail being rough and hilly, water is very scarce along the route. The soil is from a sandy to light clay loam over clay, very stony in places, and with a reasonable amount of rainfall would be fit for small farming or stock raising. The surface is rolling prairie full of badger holes, very stony on the hill tops, with scattered stones all over the surface. There is no timber of any kind. There is no hay to speak of, in this township, except in a few small dried up sloughs, which produce a coarse grass. The high land grass is short and thin, but very nutritious. The only surface water seen was two small alkaline ponds, about 18 inches deep; one on the northwest quarter of section twenty-two, and northeast quarter of section twenty-one, the other on the northeast quarter of section sixteen. On the west side of the latter is good spring water, by digging three or four feet deep, also on the southwest quarter of section fifteen, and the southeast quarter of section nineteen. These springs, I think, will be permanent and sufficient for the sections named. There are no water-powers. The climate is very dry with high winds; and appears to have been so for a number of years, as all the streams and ponds shown on survey of outlines, are now all dry. The nearest fuel I know of is along Red Deer river, and in the Hand hills, thirty or forty miles distant, where I believe there is a supply of both wood and coal. There are no stone quarries nor minerals. Some antelope, a few prairie chickens and ducks were seen in this township. There are a number of dried up ponds throughout this township, the beds of which are covered with a white powder, or crystallized alkali, from which, on a windy day a white dust rises like snow in the winter.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 28.—This township is reached by trail from Medicine Hat, which trail is rough and hilly; water is very scarce along the route. The soil is sandy loam over clay, and with a reasonable amount of rainfall would be suitable for agriculture or ranching. The surface is rolling prairie, with considerable scattered surface stones, and some of the hill tops are very stony. There is no timber of any kind. Hay is very scarce in this township, only a few small dried up sloughs, producing a very coarse grass. The grass on the high land is short and thin, but very nutritious. There is no surface water. I got alkaline water at a depth of nine feet at the northwest corner of section eleven. There are no water-powers. The nearest fuel that I know of is along Red Deer river, or in the Hand hills, where I believe there is a supply of wood and coal. The climate is very dry and windy, appearing to have been so for some years, as the ponds and streams shown on the survey of outlines, are now all dried up. The first frost noticed was on the 1st of September. There are no stone

quarries nor minerals. Only a few antelope were seen in this township.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 29.—This township is reached by trail from Medicine Hat; which trail is rough and hilly; water is very scarce along the route. The soil is a good sandy loam over clay, and with a reasonable rainfall would grow good crops, it would be suitable for agriculture or stock raising, but this season it has been far too dry. The surface is rolling prairie with some scattered surface stones. There is no timber. The only hay is a coarse grass found in the bottoms of dried up sloughs, of which there are a number scattered all over the township, but they are most numerous in the west half. There are no large hay meadows. There is no water, except a small alkaline pond on the southwest quarter of section 5. We got strongly alkaline water on the southwest quarter of section nine by digging ten feet in the bottom of a recently dried up slough. The climate is very dry and windy, and appears to have been so for a number of years, as all the ponds and streams shown on the survey of outlines, are now dried up. There was a heavy frost on the 1st of September. The nearest fuel that I know of is along Red Deer river, or in the Hand hills, forty or fifty miles distant, where there is a supply of wood and coal. There are no stone quarries nor minerals. There is no game, excepting a few antelope. There has been no rain to moisten the soil, since I came here on the 2nd of August, but we could see frequent thunder showers all around us during August and the first part of September.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 30.—This township is reached by trail from Medicine Hat. The soil is a sandy or clay loam, over clay ,with considerable surface stones in places, being suitable for wheat growing or stock ranching, if there was a reasonable amount of rainfall. The surface is rolling broken prairie. There is no timber or scrub, excepting a few clumps of willows along the banks of Sounding creek. The surface in the northern two-thirds of the township is broken by three ravines or valleys, the banks of which are abrupt in places, and sloping in others; these traverse the township from west to east, where they join the valley of Sounding creek, which crosses about the middle of the township. This is dry, with the exception of a few water holes in its course, the water in some not being fit for use. The only hay to be found is in the bottom of a few small dried up sloughs scattered over the township. The grass on the high land, is very thin and short, being chiefly buffalo and spear grass. I found some fresh water in a few small holes in the water course shown on the north of sections twenty-seven and twenty-eight, water was also found in a hole on the south of section twenty-seven, and again on the south of section fifteen, but both are strongly alkaline, and not permanent or sufficient. The climate is very dry, with strong winds. There was a heavy frost on the 1st of September. The nearest fuel I know of is along Red Deer river, or in the Hand hills forty or fifty miles distant, where there is a supply of coal and wood. There are no stone quarries nor minerals. A few antelope were seen in this township. A wagon trail passes through the southeast corner of this township, from section four to section twelve.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 31.—This township is reached by trail from Medicine Hat, which is rough and hilly, water along the route being very scarce. The soil is clay and sandy

loam over clay, being suitable for wheat growing and ranching. The surface is rolling prairie. There is no scrub. A valley from thirty to seventy feet deep, runs across the southern part of the township, from west to east, through sections 7, 6, 5, 4, 3, 2, 11, 12, 14 and 13, in the bottom of which is the bed of a dried up creek. Another valley crosses the southeast corner of section one. The tops of the ridges are very stony and some stones are scattered all over the surface of the prairie. The only hay is in the bottom of dried up sloughs of which there are quite a number in the northern part of the township, and which produce a rank growth of grass. The grass on the high land is very short and thin, being mostly buffalo and spear grass. There was no water at the time of survey, except in a slough on the east boundary of section 33, and that was alkaline. The land is not liable to be flooded. The climate is very dry and windy, and appears to have been so for some years, as the creeks and ponds, show on the survey of outlines, are now all dried up. The nearest fuel that I know of is along Red Deer river, and in the Hand hills, some forty or fifty miles distant, where there is both wood and coal. There are no stone quarries nor minerals. A few antelope were seen in this township.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 32.—This township is reached from Medicine Hat by a trail which is rough and hilly, water being very scarce along the route. The soil, is a rich clay, or sandy loam, over clay, being suitable for wheat growing or ranching. The surface is rolling prairie in the south half and very rolling and hilly in the north half. Stones are scattered all over the township, the hill tops and ridges being very stony. There is no timber. The only hay is in dried up sloughs ,and water courses, mostly in the southern part of the township and which produce a rank growth of grass. There is no water, except in a few sloughs, in the southwestern part of the township, and which will be all dry in a few weeks unless very heavy rains should come soon. The water in these sloughs is mostly alkaline. The supply is not sufficient or permanent. The land is not liable to be flooded. The climate is very dry and appears to have been so for the past few years ; as the creeks and ponds show on the survey of outlines are now all dry. I saw no summer frosts. The nearest fuel I know of is along Red Deer river, or in the Hand hills, some forty or fifty miles distant, where I believe there is plenty of wood and coal. There are no coal nor lignite veins. There are no stone quarries, but plenty of loose surface stones. No minerals of economic value were found. The only game seen was antelope.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 33.—This township is generally rolling prairie, except in the southeast where it is hilly. Some peculiar hills of clay occupy part of sections 19 and 20. These hills are over one hundred feet high and are cut up by numerous steep banked ravines. The soil throughout the township is clay and sand with a few inches of black loam in places. There is no good water, the few sloughs being saline. No timber, water-powers, stone quarries nor minerals occur. Game is confined to an occasional jack-rabbit. This township is easily reached by a trail from Medicine Hat or Battleford and it is only adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 4.

Township 34.—This township is level prairie, except in the north part where it is rolling. The soil generally is clay and sand, but in some places there are a few inches

of black loam. Sounding creek, a sluggish saline stream, enters the township on the east boundary in section 12, expands into a lake, flows northerly and leaves the township on the north boundary. The water throughout the township is alkaline. There are no water-powers, stone quarries nor minerals of any kind; neither are there any timber or willows. The grass is very short and does not attain to much perfection. The township is easily reached from Battleford or Medicine Hat by trail. The township is only adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 27.—This township is reached by trail from Medicine Hat, the trail is in good condition, but there is no water along the route between here and Steerford, on Red Deer river. From Steerford to Medicine Hat a distance of seventy miles, there are springs from fifteen to eighteen miles apart, but no settlements. The soil is a sandy or clay loam over clay. It is very stony and on this account is rated third-class, being only fit for grazing or small farming. There is no hay, except in a few small dried sloughs scattered over the township. The surface is rolling prairie in the southwest and hilly in the northeast, being stony with some large boulders. There is no timber of any kind. There is no surface water, but we found water by digging on the northwest quarter of section sixteen, finding plenty of alkaline water at a depth of five feet in a slough bottom. The climate is very dry and windy; the first frost was noticed on the first of September. There is no fuel; the nearest that I know of is along the banks of Red Deer river, or in the Hand hills some thirty or forty miles distant, where I believe there is a supply of coal and wood. There are no stone quarries nor minerals. Some antelope were seen, but no small game.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 28.—This township is reached by trail from Medicine Hat. The trail is in good condition, but water is very scarce along the route ,there being no water between township 27, range 4, and Steerford on Red Deer river. The soil is a sandy loam or clay loam over clay, and fit for agriculture or stock raising. The surface is rolling prairie, with considerable scattered surface stones. There is no timber of any kind. There were a few very good hay sloughs scattered over the township, but a fire swept over this part of the country on the 5th instant, and has burned even the roots of the grass in the dried up sloughs. There is no water. I dug two wells but did not get sufficient water for the camp. The climate is very dry and windy. The first frosts noticed were on the first and third of September. There is no fuel; the nearest that I know of is along Red Deer river, and in the Hand hills, where I believe there is a supply of wood and coal. There are no stone quarries nor minerals. A few antelopes were seen.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 29.—This township is reached by trail from Medicine Hat. The trail is in fairly good condition, but water and fuel is very scarce along the route. There is no water between township 27, range 4, and Steerford post office (on Red Deer river), and the only wood is at the river. There are no settlers along the route. The soil is a sandy or clay loam over clay, and fit for agriculture or stock raising. The surface is rolling prairie, rather hilly in the southeast; there are some scattered surface stones, all over the township, the hill tops being very stony. There is no timber of any kind.

There are a few hay sloughs, most of them being in the northwestern part of the township. There is no surface water, but I found fresh water, at the depth of twelve feet, near the centre of section twenty-eight. The climate is very dry and windy, the first frosts noticed were on the first and third of September. The nearest fuel I know of is along Red Deer river, or in the Hand hills, where I believe there is a supply of both wood and coal. There are no quarries nor minerals. A few antelope were seen. —*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 30.—This township is reached by trail from Medicine Hat; the trail is in fair condition, but water and fuel is very scarce along the route, there being no water between township 27, range 4 and Red Deer river, and the only fuel to be had is at the river. There are no settlers along the route. The soil in this township is a sandy or clay loam over clay, being fit for agriculture or stock raising. The surface is rolling prairie, being rather hilly in the south and east, but more level north of Sounding creek. There are some scattered stones all over the surface of the township, most of the hill tops are very stony. There is no fuel of any kind, except a few willow clumps along Sounding creek. This creek flows in an easterly direction across the township, through sections 18, 19, 20, 28, 22, 23 and 24, being contained in a wide valley, the banks of which are sloping in places, in others quite abrupt. There was no water in the creek at the time of survey, except in a few holes, and that was very strongly alkaline. There are a number of grass sloughs in this township, more particularly to the north of the creek. There are no water-powers. The climate is dry and windy; the first frosts noticed were on the 1st and 3rd of September. There is no fuel. There are no stone quarries nor minerals. Antelope, some prairie chicken and rabbits were seen in Sounding creek valley.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 31.—This township is reached by trail from Medicine Hat, the trail is in fair condition, but water and fuel is scarce along the route, there being no water between township 27, range 4, and Steerford, on Red Deer river. The only fuel to be had is at the river. There are no settlers along the route. The soil is from sand to clay loam over clay, suitable for ranching. The surface is rolling prairie. There is no timber of any kind. There could be a large quantity of coarse slough hay made in a dry season. The sloughs are pretty evenly scattered all over this township. There were a few sloughs with water in them at the time of survey. The climate is dry and windy. There is no fuel. There are no minerals nor stone quarries. Antelope and duck were the only game seen.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 32.—This township is reached by trail from Medicine Hat. The trail is in good condition, but water along the route is very scarce. The soil is clay almost to the surface. The surface sod is mixed with a little gravel and there is very little loam of any kind over the clay except in low places and would be suitable for wheat growing or stock raising ,but there is too much spear grass for sheep. The surface is prairie, undulating or slightly rolling in the west half with the exception of sections 32 and 33, which are in the Sharp hills. The southeast quarter is rolling prairie, the northeast quarter being very rolling and hilly. A range of hills known as the Sharp hills runs across this quarter in a northwesterly and southeasterly direction, the hill

tops are as a rule very stony. There is no timber, except two or three small clumps of small poplars and willows, in a deep ravine on the northeast side of Sharp hills. There is considerable hay of a good quality in the bottoms of dried up sloughs scattered all over the townships. A spring was found on the northeast quarter of section thirty-four and a slough of good water on the northwest corner of section fourteen. There are no water-powers. The climate is very dry, the first frost noticed was on the 1st of September. The nearest fuel that I know of is the Hand hills or along Red Deer river some forty or fifty miles distant, where there is a supply of both wood and coal. There are no stone quarries nor minerals. A number of antelope were seen.—*Hugh McGrandle, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 33.—This township is heavily rolling prairie throughout. The soil is clay and sand, but in most places a few inches of black loam covers the clay. The township is easily reached by a trail from Medicine Hat or Battleford. There is no timber of any kind; no water-powers, stone quarries or minerals occur. The water throughout the township, in the sloughs, is good. The grass attains to a good height and appears well adapted for pasture. There is not much game ; a few antelope and occasionally a few jack-rabbits being seen. The township is well adapted for grazing. —*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 5.

Township 34.—This township is heavily rolling throughout. A small stream runs easterly through the northerly part which has a wide, deep valley with numerous ravines branching out in all directions, thus badly cutting up the township. The soil is generally clay and sand, covered by a few inches of black loam. There is quite a quantity of poplar in some of these ravines, suitable for fuel, but none of the timber is large enough for building purposes. The water throughout the township, in the sloughs, is fresh and good. The grass in the valleys attains a good growth. No water-powers, stone quarries nor minerals occur. Wild game, such as ducks, abound in the sloughs, and numerous bands of antelope were seen. The township is easily reached by trail from Battleford or Medicine Hat and is well adapted for ranching purposes. Small fruit, such as Saskatoon berries and gooseberries were plentiful in the ravines.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 6.

Township 32.—The route to reach this township is by the trail from Battleford going by Sounding lake. It is in good condition. The soil is hard blue clay with sand gravel and is stony. It is suitable for grazing purposes. The surface is rolling open prairie with no shrub nor timber of any kind. There are only a few small hay marshes which are of poor quality. The water is mostly alkaline with very little fresh. There is not a sufficient supply and it is not permanent. There are no water-powers of any kind. The climate is good and there are no summer frosts. There is no fuel. Wood can be procured at Red Deer river. There is no coal nor lignite veins in the township. No minerals occur. The game is mostly water fowl, and a few antelope.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 6.

Township 33.—This township is generally level prairie or slightly rolling. A small stream with a wide valley runs northeasterly through the township, while numerous ravines, radiating from the valley, cut up the northeasterly part of the township badly. The soil, generally, is clay and sand covered with a few inches of black loam in places. There is very little good water in the township and no timber. The grass is very short and not well adapted for pasturage. There are no stone quarries, water-powers nor minerals of any kind. The township is reached by a trail from Medicine Hat or Battleford and is fairly well adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 6.

Township 34.—This township is rolling prairie. The soil is clay and sand with from two to ten inches of black loam. A small stream with a wide valley runs through the southeast corner of the township. There are a number of ravines radiating from this valley, in some of which poplar and willow occur large enough for fuel but not for building purposes. The water throughout the township is generally good. The grass is strong and luxurious, and makes good pasture. There are no water-powers. No stone quarries, nor minerals of any kind occur. The township is easily reached from Battleford or Red Deer by trail and is well adapted for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 6.

Township 35.—This township is mostly rolling prairie, but in the northeast it becomes hilly. The soil generally is clay and sand with a few inches of black loam. A small saline stream runs easterly through the township in the southern part. This stream has a very wide valley over one hundred feet deep in places. There are a few willows and small poplars around the sloughs, the water in which is fresh and good. The grass around the sloughs is strong and luxurious. Quite a number of good hay sloughs occur. There are no water-powers. No stone quarries nor minerals occur. The township may be reached by trail from Battleford or Red Deer. This township seems fairly well adapted for mixed farming as there appear to be sufficient moisture and loam to produce grain or vegetables ; it is at least a good township for grazing purposes.—*W. J. Deans, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 29.—The route to reach this township is by the trail, from Battleford going by Sounding lake, which is in good condition. The soil is hard clay with sand gravel and is stony, but suitable for grazing purposes. The surface is rolling open prairie, with no shrub or timber of any kind. There are only a few small hay marshes which are of poor quality. The water is mostly alkaline with very little fresh. There is not a sufficient supply and it is not permanent. There are no water-powers of any kind. The climate is good, and there are no summer frosts. There is no fuel. Wood can be procured at the Red Deer river. There are no coal or lignite veins nor minerals of any kind in the township. The game is mostly water fowl, with a few antelope.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 30.—The route to reach this township is by the trail from Battleford going by Sounding lake. It is in good condition. The soil is hard blue clay with sand and gravel, and is stony. It is suitable for grazing purposes. The surface is rolling open prairie, with no shrub nor timber of any kind. There are only a few small hay marshes which are of a poor quality. The water is mostly alkaline, with very little fresh, and the supply is not permanent nor sufficient. There are no water-powers of any kind. The climate is good, and there are no summer frosts. There is no fuel. Wood can be procured at Red Deer river. There are no coal nor lignite veins in the township, nor minerals. The game is mostly water fowl, with a few antelope.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 31.—The route to reach this township is by the trail from Battleford going by Sounding lake. It is in good condition. The soil is hard blue clay with sand and gravel, and is stony. It is suitable for grazing purposes. The surface is rolling open prairie with no shrub nor timber of any kind. There are a few small hay marshes which are of poor quality. The water is mostly alkaline with very little fresh. The supply is neither permanent nor sufficient. There are no water-powers of any kind. The climate is good and there are no summer frosts. There is no fuel. Wood can be procured at Red Deer river. There are no coal nor lignite veins in the township. No minerals occur. The game is mostly water fowl and a few antelope.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 32.—The route to reach this township is by the trail from Battleford going by Sounding lake. The trail is in good condition. The soil is hard blue clay with sand gravel, and is stony. It is suitable for grazing purposes. The surface is rolling open prairie, with no shrub nor timber of any kind. There are only a few small hay marshes which are of poor quality. The water is mostly alkaline with very little fresh. There is not sufficient supply and it is not permanent. There are no water-powers of any kind. The climate is good and there are no summer frosts. There is no fuel. Wood can be procured at Red Deer river. There are no coal nor lignite veins in the township. No minerals occur. The game is mostly waterfowl with a few antelope.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 33.—The nearest railroad point is Lacombe. A trail from Lacombe passes through township 38. The branch line of the Canadian Pacific railway from Lacombe passes through the same township. The construction of the road is well under way. The soil throughout this township is fair. The black loam ranges from three to ten inches in depth and generally has a subsoil of clay, though in a few places the subsoil is somewhat gravelly. The land is chiefly suited for ranching purposes. The surface is gently rolling, though the southeasterly portion is broken by a couple of water courses. There is neither timber nor scrub of any kind. The nearest fuel consists of poplar wood, located in township 37, range 9. There are numerous small

dried sloughs throughout the township where good hay grows, but the chief hay supply is found in a dried lake bed, the centre of which is about the position of the northeast corner of section 28. The area of this hay meadow is about 500 acres and it is quite capable of producing 800 tons of hay per season. Water is somewhat scarce, the chief supply being found in the pot holes along the water courses in the southeasterly portion of the township. This water is apparently a permanent supply and is of medium quality. The water in lake No. 1 is somewhat alkaline. There are no water-powers, neither are there stone quarries nor minerals of economic value. Game is scarce. Other than a few antelope and ducks nothing is to be seen.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 34.—The nearest railway point is Lacombe. A trail from this place passes through township 38. The Canadian Pacific railway branch line passes through the same township and is now under construction. The soil is second and third-class. There is usually found a few inches of black loam covering a subsoil of clay, sandy clay or gravel. The surface of the southerly portion of the township is gently rolling, but the northerly portion is broken by ravines running eastward towards Sounding creek. This township is of little use for farming and is only fair for ranching purposes. There is no timber, neither is there shrub of any kind. The nearest available fuel consists of poplar wood found on sections 4, 9 and others, in township 37, range 9. There are but few sloughs and fully fifty per cent of these are alkaline. There is one small alkaline lake on sections 17 and 20. There are no water-powers, neither are there stone quarries, nor minerals of economic value. Antelope is the only game to be found.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 7.

Township 35.—This township is easiest reached from Lacombe, there being a good trail from that place passing through township 38. A branch line of the Canadian Pacific railway located from Lacombe eastward passes through the same township. This branch line is now being constructed. Township 35 is mostly third-class. A few quarter sections in the southerly portion of the township are second-class. The northerly portion is exceedingly hilly and broken. The hills are small ,ranging to about 30 feet in height. Between these hills are numerous sloughs, ranging in area from 1 to 5 acres, and containing good water. The land is of little use for farming, but it is first-class for horse ranching, having in most places subsoil of stony clay, loam or gravel. There are numerous small hay sloughs but no large ones. The yield of hay could not be great. There is no timber in the township, and but little scrub. The latter grows in narrow bands about the sloughs where it is found. The nearest available fuel consists of poplar wood, and is found in township 37, range 9. There are no water-powers, neither are there stone quarries, nor minerals of economic value to be found. The climate is good. Very light summer frosts occurred. Antelope is the only game that is apparent.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 27.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in 31-38-16-4), and Lane's, in 2-38-15-4 where the road ends. From there I went across the prairie to the ground I had to survey, *i.e.*, town-

ships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of clay, sandy clay and gumbo. Gravel is found in a good many pits. It is fairly good for farming. More than half the quarter sections are second-class. The township would not be good for ranching as in dry summers the water is apt to be very scarce and the grass to be poor. Besides, there is no shelter for cattle, such as gulleys or ravines. The whole township is prairie. Very little slough hay can be cut. The prairie grass is too short to be cut for hay. There were no creeks in the township with running water at the time of survey, and but one slough with water in it. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. It was very dry this summer though most of Alberta was wet. There is no fuel. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries and no minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 28.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian. Here the road ends. From here I went across the prairie to the ground I had to survey, *i.e.,* townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of clay, sandy clay and gumbo, with gravel in many pits and stones only in a few. The soil is fairly good for farming, more than one-half of the quarter sections being second-class. Irrigation might be necessary, as it was very dry this summer in this township, though it was wet in northern Alberta. The whole township is prairie. Very little slough hay can be cut. The prairie grass is too short to be cut for hay. There are no creeks nor lakes in the township, and hardly any sloughs with water in them. The principal slough, with water in it, is the one on sections 27, 26, 35 and 36. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. There is no fuel. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries nor minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. There are no settlers in the township. This township would not be good for ranching, as there is no shelter for cattle, and as the grass is apt to be poor in dry summers.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 29.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in 31-38-16-4), and Lane's, in 2-38-15-4. Here the road ends. From here I went across the prairie to the ground I had to survey, *i.e.,* townships 27 to 32, ranges 8 and 9, west of the fourth medidian. The soil consists of sand in a few sections in the southwest corner of the township, and of clay, sandy clay and gumbo for the rest of the township. In some parts there is gravel. In a few places stones are found. The soil is fairly good for farming. More than one-third of the quarter sections are second-class. There is a risk of having droughts, and irrigation might be necessary as the summer was very dry in this township, though the rest of Alberta was wet. The whole township is prairie. The prairie grass found is too short to be cut for hay, and there are but few hay sloughs. There is practically no

hay to be cut. The summer was dry and the water scarce, the little that was found being bad. There are no lakes. There are only dry sloughs to be seen. There are no water-powers. On sunny days it is warm, but on rainy days it is apt to be cold and raw, more so than it would be in Edmonton, for instance. We had, during the summer, several hailstorms, in one instance the stones were the size of the yolk of an egg. There is no fuel, except a few small bunches of scrub along the first meridian from the east. To get fuel in any quantity one would have to cross several townships or ranges. There are no stone quarries nor minerals. Antelope are plentiful, we saw some every day. These antelope are said to migrate westward in the fall, to the Rockies. This township is not looked upon as good for ranching. The grass is poor and the water is scarce in dry seasons, besides there is no shelter for the cattle, *i.e.*, no deep ravines or gulleys.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 30.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian where the road ends. From there I crossed the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. That part of the township lying southwest of the line running between sections 3 and 19, consists of sand and is unfit for agriculture. It includes one-fourth of the township. The rest of the township is composed of sandy clay, gumbo and clay. In a few instances, gravel or stones are found, and the soil belongs to classes two and three, this latter class predominating slightly. Three-fourths of the township is not especially good for farming. The whole township is prairie. The township is fairly level, with the exception of the valley of Sounding creek, which is from thirty-five to seventy-five feet deep. There are but few sloughs where hay can be cut, and not a great quantity could be cut. The prairie grass is too short to be cut for hay. The only water in the township is Sounding creek. Its water is alkaline. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in a wooded country. There was no frost while I was surveying the township. The only fuel is bunches of green willow found in the valley of Sounding creek. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries nor minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. The valley of Sounding creek would offer a good shelter for cattle, but in dry summers, like this one of 1905, the grass is too poor for ranching.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 31.—From Edmonton I reached Wetaskiwin by railroad ,thence, following a southeasterly direction I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fouth meridian) and Lane's, in section 2, township 38, range 15, west of the fourth meridian. Here the road ends. From here I went across the prairie to the ground I had to survey *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of sandy clay, gumbo and clay, and is fairly good for farming. More than half of the quarter sections are second-class. Stone and gravel are found in several places. The whole township is prairie. There are but few sloughs where hay can be cut, and but a small quantity could be cut for hay. There are no creeks in

the township. There is one lake big enough to be surveyed in sections 35 and 36. Its water is alkaline. There is a long narrow slough in sections 22, 23, 24 and 27, where the water is fairly good. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. There is no fuel. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries nor minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. The township would not be good for ranching on account of its lacking shelter for cattle, and yielding but poor grass in dry summers.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 32.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian) and Lane's, in section 2, township 38, range 15, west of the fourth meridian, where the road ends. From there I crossed the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of sandy clay, gumbo and clay, and is fairly good for farming. More than half of the quarter sections are second-class. Stone and gravel are found in several places. The whole township is prairie. There are but few sloughs where hay can be cut, and but a small quantity could be cut. The prairie grass is too short to be cut for hay. There are no creeks and no lakes in the township. There are no water-powers. The climate is apt to be cold and raw on rainy days; more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. There is no fuel. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries nor minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. The township would not be good for ranching on account of its not having shelter for cattle, and yielding but poor grass in dry summers.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 33.—The best route for reaching this township is by a trail from Lacombe, which passes through township 38 of the same range. A branch line of the Canadian Pacific railway is now under construction from Lacombe and passes through the same township. The soil of this township is of a poor quality and is practically useless for agricultural purposes. For grazing, it is third-class. The soil in the southwest portion is sand. The balance is chiefly clay, having only three or four inches of black loam upon it. The surface is gently rolling and without scrub of any kind. There are five lakes in the township, all of which are alkaline or partly so. There are no streams and but few sloughs. Hay is scarce, other than that which is found in a partly dried slough or lake along the northern portion of section 23. Approximately, 150 tons could have been cut there during the season of 1905. There is no fuel. The nearest consists of poplar wood and is located in township 37, range 9. The climate is good. No frosts occurred while the survey was being made. There are no water-powers, neither are there stone quarries nor minerals of economic value. The only game is antelope. Ducks are scarce.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 34.—The best route for reaching this township is by a trail from Lacombe, which passes through township 38 of the same range. A branch line of the Canadian Pacific railway is now being constructed from Lacombe and passes through the same township. The soil of this township consists of three or four inches of black loam with a subsoil of clay. The surface is gently rolling and without scrub of any kind. For agricultural purposes, the township ranges a little poorer than second-class and is about the same for ranching. The southern 60 per cent of the township has neither hay nor sloughs, while the balance has a fair amount of both. The water is of a fair quality. There is no fuel. The nearest fuel consists of poplar wood and is located in township 37, range 9. The climate is good. No frosts occurred while the survey was being made. There are no water-powers, neither are there stone quarries, nor minerals of economic value. The only game is antelope. Ducks are scarce.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 35.—The best route for reaching this township is by a trail from Lacombe, which passes through the township as does also a branch line survey of the Canadian Pacific railway from Lacombe. The soil is of many varieties. It ranges from the richest to the most barren. The northerly 60 per cent of the township is very rough and hilly. It consists altogether of small hills from 30 to 40 feet high. Between these hills are found small ponds with areas from 5 acres down. About many of these small ponds there grows a narrow fringe of small willow scrub which is about the only shrub in the township. For agricultural purposes this portion of the township is useless. It is quite suited for grazing, as there is plenty of good water and grass. There are no hay sloughs. The southern 40 per cent of township 35 is gently rolling or nearly level, and is second-class for agricultural purposes. There is no fuel. The nearest fuel consists of poplar wood located in township 37, range 9. The climate is good. No frosts occurred while the survey was being made. There are no water-powers, neither are there stone quarries nor minerals of economic value. The game found is confined to duck and antelope.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 8.

Township 52.—The best way to reach this township is from Vermilion river where the old Edmonton and Battleford wagon road crosses it. From this point there is a good road north. The soil is first-class, suitable for farming purposes. The west half is covered with light woods, scrub and brush, and the east half with thick poplar from two to ten inches in diameter. There is some hay around the lake in the west part of the township. The water is fresh and good. There are no water-powers. The climate is delightful and summer frosts are rare. Good wood may be had for fuel. No stone quarries nor other minerals are found exposed. Duck and fish are plentiful. —*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 27.—From Edmonton I reached Wetaskiwin by railway, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Red-

willow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian. Here the road ends. From here I went across the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of clay, sandy clay and gumbo, with gravel in many pits, and stones in only a few. The soil is good for farming. Nearly all the land is second-class. Irrigation might be necessary for farming, as it was very dry this summer in the township. The township would not be good for ranching in dry years. It might be good in wet seasons. The whole township is prairie. In dry seasons no slough hay can be cut. The prairie grass is too short to be cut for hay. There are no lakes. The only water found was in a slough and in the lower part of Blood Indian creek, and this water was not running and was very alkaline. There was no frost while we were surveying. It is apt to be colder on rainy days than in timbered country. There are no water-powers. There is no fuel. Probably many townships or ranges would have to be covered to find firewood in any quantity. There are no stone quarries nor minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 28.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian where the road ends. From there I crossed the prairie to the ground I had to survey, *i.e.*, townships 27 and 32, ranges 8 and 9, west of the fourth meridian. The soil consists of gumbo, clay and sandy clay. One-fourth of the quarter sections belong to class number three, and the rest to classes one and two, only six quarter sections being class one. Gravel is found in one-fourth of the pits. The soil is good for farming. In dry summers, like 1905, irrigation would be necessary. The whole township is prairie. The surface is fairly level. In dry summers, like 1905, there are no places where hay can be cut, and the grass is short. In wet summers, hay would not be so scarce nor the grass so short. In 1905 there were no creeks running and no sloughs with water in them in the township. The township is drained by Blood Indian creek in wet years. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in wooded country. There was no frost while I was surveying the township. There is no fuel. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries and no minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. The township would not be good for ranching, on account of its not having shelter for cattle, and having poor grass and no water in dry summers.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 29.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian where the road ends. From there I crossed the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian . The soil consists of gumbo, sandy clay and clay. Gravel or stones are found in over one-quarter of the pits, still the soil is good for farming and two-thirds of the homesteads are second-

class. The township would not be good for ranching, as there is no shelter for cattle, and the grass is apt to be poor in dry summers, as this year. The whole township is prairie. It is fairly level. The prairie grass is too short to be cut for hay. There are but few sloughs where hay may be cut in any quantity. Water was found in Togo lake, but it was very alkaline. Its outlet was dry. Outside of that, water was found in only two or three sloughs in the whole township. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in wooded country. There was no frost while I was surveying the township. We had a hail-storm. There is no fuel of any kind. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries and no minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 30.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16 ,west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian where the road ends. From there I crossed the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil in the northeast corner of the township is sandy and unfit for farming. The sand covers all that part of the township lying northeast of a line running between sections 12 and 34. As to the rest of the township, it consists mostly of clay and sandy clay, and the homesteads are about equally divided into second-class and third-class lands. As for ranching, the township offers fair shelter along Sounding creek. The water of the creek is alkaline, and in dry summers, the grass is poor. Consequently, the township is not good for ranching. The whole township is prairie and is rather level. A few bunches of willows and small poplars are seen along Sounding creek. The prairie grass is too short to be cut for hay. There are no sloughs where hay can be cut in any quantity. Sounding creek is the only stream in the township, and its water is alkaline. It was hardly running this summer. Water was not found in any other place. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in a wooded country. There was no frost while I was surveying the township. The only fuel is bunches of green willow and small poplar. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries and no minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 31.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian, where the road ends. From there I went across the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists mostly of sand. Clay and sandy clay are found in but few places in the centre of the township and along its southern boundary. Most of the ground is worthless for farming. The township offers no shelter for cattle and on that account may not be good for ranchers. Besides, in dry summers, the grass is apt to be scarce. The whole township is prairie. A few bunches of willows and small poplars are seen in the

centre of the township. The prairie grass is too short to be cut for hay. There are no sloughs where hay can be cut in any quantity. A substitute for hay might be found in the tall grass growing along the southeast side of Antelope lake. There is only one creek in the township, Sounding creek, and it was dry this summer, except at its south end where it was scarcely running. Antelope lake was low, and its water not fit to drink. It is alkaline. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. The only fuel is bunches of green willows and small poplars. There are no stone quarries and no minerals. Antelope are plentiful. They are said to come from the Rockies in the spring and to go back there for the winter.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 32.—From Edmonton I reached Wetaskiwin by railroad, thence, following a southeasterly direction, I went by wagon through Lewisville, Edensville, Redwillow, Dora (a new post office in section 31, township 38, range 16, west of the fourth meridian), and Lane's, in section 2, township 38, range 15, west of the fourth meridian. There the road ends. From there I went across the prairie to the ground I had to survey, *i.e.*, townships 27 to 32, ranges 8 and 9, west of the fourth meridian. The soil consists of sand in the western half of the township and in part of the south end of the eastern half, and is not good for farming. The rest of the township consists of gumbo (which is a very hard soil of a brown colour), of clay, and of sandy clay, and is fairly good for farming. The northeast corner of the township, to the extent of five or six sections is second-class. The whole township is prairie. A few bunches of willows and small poplars are seen in the township. The prairie grass is too short to be cut for hay. There are no sloughs where hay may be cut in any quantity. Sounding creek is the only creek in the township; it crosses the southwest corner of section 6. The creek was not running at the time of the survey, but there were pools of water in its bed. Outside of that, water was found in only two or three sloughs in the whole township. There are no water-powers. The climate is apt to be cold and raw on rainy days, more so than it would be in Edmonton, for instance. There was no frost while I was surveying the township. The only fuel is bunches of green willow and small poplar. Probably many townships or ranges would have to be crossed to find firewood in any quantity. There are no stone quarries and no minerals. Antelope are numerous. They are said to come from the Rockies in the spring and to go back there for the winter. The township would not be suitable for ranching, as there is no shelter for cattle, *ie.*, no deep ravines or gullies, and the grass is apt to be short and the water scarce in dry seasons.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 33.—This township is easiest reached by a good trail from Lacombe, which passes about 25 miles north of the township. A branch line of the Canadian Pacific railway from Lacombe is being constructed. The location of this line passes through township 38, range 9. The soil of township 33 on the whole ranges between second and third-class. The northerly half is largely sandy prairie, while the southerly half has but a shallow black loam covering a sandy or hard clay subsoil. The surface is gently rolling or else nearly level. There is no scrub nor fuel of any kind, the nearest available being poplar wood found in township 37, range 9. Hay is scarce. There are but few sloughs. The water in the lakes is alkaline. The climate is good, though considerable rain fell during the month of June and occasional light summer frosts occurred. There are no stone quarries, neither are there water-powers. Minerals of economic value are not apparent. The game most abundant is antelope.—*R.H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 34.—This township is easiest reached by a good trail from Lacombe, which trail passes about 25 miles north of the township. A branch line of the Canadian Pacific railway from Lacombe is being constructed through township 38, range 9. The soil of the southern half of this township is sandy and quite useless for agricultural purposes and third-class for ranching. The northerly half ranges about second-class for either ranching or farming. The subsoil which is covered by 4 to 10 inches of black loam is generally a hard clay. The surface of the township is nearly level or gently rolling prairie. A few small patches of scrub are found on sections 18 and 19. Hay is scarce. There are but few sloughs. The water in lakes 1, 2 and 3 is alkaline. The climate is good, though considerable rain fell during the month of June, and occasional light summer frosts occurred. There are no stone quarries, neither are there minerals of economic value. There is no fuel; the nearest available being poplar wood in township 37, range 9. The only game found is antelope.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 35.—This township is easiest reached by a good trail from Lacombe, which trail passes about 25 miles north of the township. A branch line of the Canadian Pacific railway from Lacombe is being constructed through township 38, range 9. This township may be considered about second-class for farming and about first-class for ranching. The soil on an average consists of 8 inches black loam with a subsoil of hard clay. The land is gently rolling and only an odd bunch of small willows can be found. There are numerous small sloughs, many of which have dried up during the past two seasons. The easterly four miles of the township is superior to the westerly portion. There is no fuel; the nearest consists of poplar wood found in township 37, range 9. There are no water-powers neither are there stone quarries nor minerals of economic value. The climate is good, though considerable rain fell during the month of June, and occasional light summer frosts occurred. Antelope is the only game found.—*R. H. Knight. D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 9.

Township 36.—This township is easiest reached by a good trail from Lacombe and passing through township 38. The soil throughout is chiefly clay and more adapted to grazing than farming. The township surface is practically all rolling and is prairie, though some small clumps of scrub are found in places. Along the creeks the land is broken by coulées. There is no timber in the township. There are some large hay sloughs. The water generally is alkaline. The creek described in township 36, range 10, passes across the northwest corner and leaves the township in section 32. Nose creek crosses the east boundaries of sections 35 and 34, and crosses north into township 37, range 9. There were light frosts during the survey. Small poplars are found along Nose creek, but to get wood it is necessary to go into township 37, range 9. No coal or lignite seams were discovered in the township. There are no stone quarries, neither are there minerals of economic value to be found. Ducks are plentiful and there are a few antelope.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 27.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, and thence, south-

easterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists almost entirely of clay and is suitable for a summer range for stock. The surface is open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, there being none when I visited the township. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 28.—The best route for reaching this township is easterly from Lacombe for about eighty miles following the road allowances and trails, thence southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists almost entirely of clay and is suitable for a summer range for stock. The surface is open prairie, there being no timber of any kind. The water supply is not permanent, there being none at the time I visited it. There are no hay lands. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frost may be expected in all other months of the year, with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 29.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, thence across the prairie. The roads were in first-class condition during the whole of the summer, but might easily be soft in wet weather especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam with a clay subsoil and is suitable for a summer range for stock. The surface is open prairie. There being no timber of any kind. There are no hay lands. The water supply consists only of an alkaline lake on sections 28, 21, 29, 20, 19, 17 and 18. The water is totally unfit for domestic use, but such as it is, it may be considered permanent. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September. There are no stone quarries no minerals of any kind, and no fuel. The wild animals found are antelope, skunk, coyotes, foxes, badgers and gophers.—*W. F. O'Hara. D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 30.—The best route for reaching this township is easterly from Lacombe for about eighty miles, and thence southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either

clay or sandy loam with a clay subsoil, and is suitable for a summer range for stock. The surface is entirely open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, in fact there is none with the exception of one fresh water lake on sections 7 and 18. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in every other month of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 31.—The best route for reaching this township is easterly from Lacombe for about eighty miles, then southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam, with a clay subsoil and is suitable for a summer range for stock. The surface is entirely open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, only small quantities were found in low places during the early part of the summer. There are also two alkaline lakes, the water of which is unfit for domestic use. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 32.—The best route for reaching this township is easterly from Lacombe, following the road allowances and trails for about eighty miles ,thence southeasterly across the prairie. The roads were in first-class condition during the whole of this this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam with a clay subsoil, with the exception of the northeast corner of the township which is sand almost entirely. It is suitable for a summer range for stock. The surface consists of open prairie with some willow brush in the northwest corner, there being no timber of any kind. There are no hay lands. The water supply is not permanent with the exception of some alkaline lakes, the water of which is unfit for domestic use. Lost creek rises in this township but it was so nearly dry in the month of June that water was found only in some deep places along its bed. There are no water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 33.—A good trail from Ponoka passes about twenty-five miles north of this township. The soil is partly sand and partly clay in about equal proportions.

It is suitable for general farming, though none of it is of high grade. There is no timber of any kind. The surface is rolling. Kirkpatrick lake covers about six sections of the northeast corner of the township. The lake is not more than eight feet deep at present. The water is muddy and alkaline. There are several large sloughs and one creek, but none of these afford very good water. No frosts occurred during the progress of my work. There is no fuel available nearer than Sullivan lake. There are no stone quarries. No minerals were seen. Antelope were seen frequently. Ducks and geese were numerous.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 34.—This township can be conveniently reached by a good trail from Ponoka. The soil varies from sandy loam to clay, over one-third being black loam with clay or sand subsoil, and in a few places gravel. It produces good grass and is well adapted for mixed farming. The surface is open rolling prairie. There is no timber. There are a few hay sloughs, though not of large extent. A part of Kirkpatrick lake and four other small lakes are in this township and one small creek flows into Kirkpatrick lake. The water in all these is muddy and alkaline. It is quite probable that good water can be had at a moderate depth by sinking wells. There were no frosts during the progress of my work, and as there are no settlers I could not obtain any information as to general climatic conditions. The nearest source of fuel supply is at Sullivan lake where coal is obtainable. There are no stone quarries. No minerals were observed. Ducks and geese are plentiful. Antelope were seen occasionally.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 35.—This township is reached by trail from Ponoka. The trail is in fair condition and passes about 15 miles north of the township. The soil varies from light sandy loam to heavy clay and is suitable for mixed farming. The surface is open prairie, slightly rolling. There is no timber of any kind. On sections 10 and 15 there is a luxuriant growth of hay. No other extensive areas of hay land were noticed. Hamilton lake covers an area of over six sections in this township. The water is very muddy and somewhat alkaline. At this time the water is low, not more than six or eight feet being the depth in the centre of lake. There are no running streams but dry, or partially dry, creek beds indicate where streams would appear in wet seasons. It is quite probable that good water could be had at a moderate depth by digging wells. No summer frosts were observed. There is no fuel available within 30 miles. There are no stone quarries. No minerals were observed. Geese, ducks and prairie chickens are numerous. Antelope were seen occasionally as also badgers and skunks. The lack of transportation facilities will be overcome in time when this land will doubtless be taken up for farming purposes.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 36.—This township is most easily reached by a good trail from Lacombe, which passes through township 38 and which is the nearest trail to township 36. The soil is mostly heavy clay and not adapted to farming, but makes very good pasture land. The country is practically all prairie with here and there a few clumps of small poplar and willow scrub. No timber occurs. The water is somewhat alkaline and there are but few hay sloughs. A small stream crosses the east boundaries of sections 18, 17,

16, 22 and 26 and the north boundary of section 23 in an easterly direction. The stream is not permanent in dry seasons and is of no use for power purposes. There were light frosts when the survey was being made, but generally speaking, the climate is good. The only and nearest available fuel consists of poplar, which occurs in township 37, range 9. No coal, lignite nor quarries occur, nor minerals of economic value. Ducks and antelope were the only game seen.—*R. H. Knight, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 10.

Township 42.—This township is most easily reached by a good trail from Lacombe, which passes through the southeasterly portion of the township and is designated 'old mail trail.' Another trail from Wetaskiwin passes through the adjoining township to the north. The soil of this township is varied. The southwesterly portion (quarter of township) consists of a black loam having a subsoil of clay loam This portion is adapted to grain growing. The balance of the township is suited only for grazing, for where the soil is not sandy it is dry and has a hilly surface. Generally the surface is rough and hilly, excepting the southwesterly portion above mentioned. The township is quite bluffy. Poplar up to five inches in diameter occurs in 50 per cent of the bluffs, the balance of the bluffs being younger poplars with small willows. On the north half of section 33 there is considerable poplar timber up to twelve inches in diameter. Sections 25, 26, 27, 34 and 35 contain considerable quantities of poplar up to seven inches in diameter. There are no hay sloughs but many small lakes occur. The water in these lakes is somewhat alkaline, but not bad. Battle river runs northward through the western portion of the township. The water is good and is permament. The current rate is about one and one-half miles per hour. Spring floods occur, and in many places the river overflows its banks. There are no water-powers. The climate is good and quite suited for agricultural purposes. The fuel available consists of poplar wood and is easily secured within the township. There are no stone quarries nor minerals of economic value. Game is scarce, a few ducks being the only game seen.—*R. H. Knight D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 27.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, thence across the prairie in a southeasterly direction. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists almost entirely of clay. The surface is open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, there being none when I visited the locality. There are no streams nor water-powers. The climate is very dry, and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in every other month of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O.Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 28.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, thence southeasterly across the prairie. The roads were in first-class condition during the whole

of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists almost entirely of clay and is suitable for a summer range for stock. The surface is open prairie, there being no timber of any kind. The water supply might be considered permanent, although in small quantities, and found only in the bed of Berry creek which runs through sections 33, 28, 21, 20, 17, 18 and touches a corner of section 7. The creek ceased running in the month of May and its bed was dry in many places the rest of the summer. There are other stream beds, but all dry. There are no hay lands nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 29.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowanees and trails and thence southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists almost entirely of clay, sandy loam and clay loam being found only in a few places. It is suitable for a summer range for stock. There are no hay lands. The surface is open prairie, there being no timber of any kind. The water supply might be considered permanent, although in small quantities and found only in the bed of Berry creek, which runs through sections 31, 29, 26, 16, 9, 8 and 4. The creek ceased running in the month of May, and its bed was dry in many places the rest of the summer. This stream does not afford water-power. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 30.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, thence across the prairie in a southeasterly direction. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam with a clay subsoil and is suitable for a summer range for stock. The surface is entirely open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent. One lake may be found on sections 12 and 13 which is the only water in the township. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There are no stone quarries nor minerals of any kind, and no fuel. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 31.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, and then southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam with a clay subsoil and is suitable for a summer range for stock. The surface is entirely open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, there being only small quantities in low places. Two fresh water lakes will be found on sections 19, 30 and 31. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient rainfall to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There is no fuel, stone quarries nor minerals of any kind. The wild animals found are antelope, skunks, coyotes, foxes, badgers and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 32.—The best route for reaching this township is easterly from Lacombe for about eighty miles, following the road allowances and trails, and then southeasterly across the prairie. The roads were in first-class condition during the whole of this summer, but might easily be soft in wet weather, especially in the spring of the year. The soil consists of a thin layer of either clay or sandy loam with a clay subsoil and is suitable for a summer range for stock. The surface consists entirely of open prairie, there being no timber of any kind. There are no hay lands. The water supply is not permanent, only small quantities were met with in low spots. There are no streams nor water-powers. The climate is very dry and there is every evidence of insufficient moisture to mature a crop. There were no frosts in the months of July, August and September, but frosts may be expected in all other months of the year with the exception of June. There is no fuel, stone quarries nor minerals of any kind. The wild animals found are antelope, skunks, coyotes, foxes, badgers, rabbits and gophers.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 33.—A good trail from Ponoka passes within twenty-five miles of this township. The soil is chiefly clay and in several places stony with considerable gravel. The surface is rolling without any timber whatever. There are no springs nor running creeks, the only water being in sloughs. No doubt good water can be had at a moderate depth by sinking wells. There were no frosts during the progress of my work. Fuel is not obtainable nearer than Sullivan lake where coal can be had. There are no stone quarries. No minerals were observed. Badgers, skunks, foxes and antelope were seen occasionally. Ducks and geese were plentiful in the neighbourhood of the sloughs. There are no hay sloughs. The soil produces fairly good grass, but I do not consider that it can be rated as higher than third-class for farming purposes.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 34.—I found it most convenient to reach this township by trail from Ponoka. The trail is in good condition. Distance by trail is about 130 miles. A

branch railway line from Lacombe is now graded to a point within about 45 miles. When this is opened for traffic it will afford the best means of access to this and neighboring townships. The soil is variable, gravelly clay predominating and none of it will rank as higher than third-class. It produces fairly good grass, and a considerable portion is suitable for the cultivation of cereals. The surface is open rolling prairie. There is no timber of any kind. There are no hay marshes of any considerable extent. There are a few lakes in which the water is shallow, muddy and alkaline. No springs or runnig creeks of good fresh water were seen. The nature of the soil would appear to indicate that good water can be obtained by sinking wells. I did not observe any frosts during progress of my work. Limited time did not permit of obtaining information as to general climatic conditions. There is no local fuel supply. The nearest available is at Sullivan lake where coal is obtainable. There are no stone quarries. The stone noted in connection with soil report consists of loose boulders of which in some sections there is a considerable quantity. No minerals were observed. Ducks and geese were plentiful along the lakes and sloughs. Antelope, foxes, prairie wolves, badgers and skunks were seen occasionally.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 35.—A trail from Ponoka passes about fifteen miles to the north of this township and is in fairly good condition. In a considerable part of the township the soil is black loam with clay subsoil. In other portions the soil is sand or sandy loam. The surface is rolling open prairie with no timber of any kind, except a few clumps of small poplar in the northeast corner. There are no hay marshes of any considerable extent. No springs or running streams were to be seen. A partially dry creek bed extends across a considerable portion of the township. There is no running water in it at present. Indications of good fresh water at a moderate depth below the surface were observed. Climate is good and no special danger of summer frosts was apparent. Fuel is not obtainable nearer than Sullivan lake where there is a deposit of coal, about 20 miles from this township. The nearest wood available is at least 30 miles distant. There are no stone quarries. No minerals were observed. Ducks, geese and prairie chickens were the only game seen. This township is suitable for general farming purposes and will no doubt be taken up for that as soon as transportation obstacles are overcome.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 61.—The best way to reach this township is by the Saddle lake and Floatingstone lake wagon road which passes within a mile of the southwest corner of the township. This road is good to that point. The soil is number one and suitable for farming. The surface is covered with brush and scrub and scattered poplar from two to ten inches in diameter. There is no hay land. The water is fresh and good and the land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts rare. There is good wood for fuel. No evidences of stone quarries nor minerals were found. Fish and ducks are abundant.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 62.—The best way to reach this township is by a wagon road which we cut out from the Saddle lake and Lake LaBiche wagon road from the Indian reserve near Whitefish lake. This is not a very good road. The soil in this township is good

and suitable for farming. The surface is covered with poplar from two to ten inches in diameter and scattered spruce. There are no hay lands. The water is fresh and good. Several small streams are found, but the land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts rare. There is plenty of good wood for fuel. No stone quarris nor other minerals were discovered. Duck, fish, deer and moose were seen.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 63.—A fair road for wagons from St. Paul de Metis to Lake LaBiche passes across this township from section 1 to section 30. The soil is good and suitable for general farming. The surface is covered with poplar from three inches to twelve inches in diameter with clumps of spruce. There is no hay land. There is a good supply of fresh water. Beaver river crosses the township from section 7 to section 2. There are no valuable water-powers. The land is not liable to be flooded. The climate is delightful and summer frosts are rare. There is a good supply of wood for fuel. There are no valuable minerals exposed. There are deer and duck for game. There is no valuable timber in the township.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 11.

Township 64.—The best way to reach this township is by the wagon road going from St. Paul de Metis to Lake LaBiche, which passes within a mile of the south-west corner of the township. The soil is first-class and suitable for farming. The surface is covered with thick woods, chiefly poplar, from two to ten inches in diameter, with small scattered spruce. There is no hay land. The water is fresh and good and the land not liable to be flooded as the streams are small. There are no water-powers. The climate is delightful and summer frosts are not usual. Good wood can be obtained for fuel. No stone quarries nor minerals of any kind were seen. Duck and fish abound.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 27.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough alkaline, clay gumbo. The surface is rolling prairie with coulees. No commercial timber occurs. There is no hay. Good water is found in Berry creek. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearance of the country it can be assumed as semi-arid. Small willows is the only fuel to be found. No rock in situ suitable for building purposes was observed. No indications of minerals were noticed. Antelope appear to be numerous ; Feathered game were only occasionally seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 28.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough alkaline clay gumbo. The surface is rolling prairie with a few coulées. No commercial tim-

ber occurs. Slough grass, fit for cutting, was found, but no good hay. There is good fresh water in Berry creek. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearance of the country it can be assumed as semi-arid. The only fuel is small willows. No rock in situ suitable for building purposes was observed. No indications of minerals were noticed. Antelope appear to be numerous; there are also a few geese and duck but very few prairie chicken.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 29.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough alkaline, clay gumbo. The surface is rolling prairie with coulées. No commercial timber occurs. There is a little slough grass but no good hay. There is good fresh water in Berry creek. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearance of the country it can be assumed as semi-arid. Small willows is the only fuel found. No rock in situ suitable for building purposes was observed. No indications of minerals were seen. Antelope appear to be numerous; feathered game were only occasionally seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 30.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough, alkaline, clay gumbo. The surface is rolling prairie with coulées. No commercial timber occurs. There is a little slough grass but no good hay. There is good fresh water in Berry creek. No water-powers are available. The climate is very similar to that at Calgary. Small willow is the only fuel found. No rock in situ suitable for building purposes was observed. No indications of minerals were seen. Antelope appear to be numerous, feathered game is not so plentiful.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12

Township 31.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough, alkaline, clay gumbo. The surface is rolling prairie and flat prairie. No commerical timber occurs. Slough grass but very little good hay, was found. There is good fresh water in Berry creek. No water-powers are available. The climate is very similar to that at Calgary. Small willow is the only fuel round. No rock in situ suitable for building purposes was observed. There is no indication of minerals. Antelope appear to be numerous; feathered game is not plentiful.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 32.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough, alkaline,

clay gumbo. The surface is rolling prairie and flat prairie. No commercial timber occurs. There is slough grass, but very little good hay. There is good fresh water in Berry creek. No water-powers are available. The climate is very similar to that at Calgary. Small willows is the only fuel found. No rock in situ suitable for building purposes was observed. There is no indication of minerals. Antelope appear to be numerous ; feathered game was only occasionally seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 33.—A good trail from Ponoka passes twenty-five miles north of this township. The soil is heavy clay, and is suitable for general farming purposes, though not so desirable as a warmer soil. The surface is open rolling prairie without any timber whatever. There are no hay marshes of any considerable extent. The water in two small lakes is muddy and alkaline. A creek bed extends across the township, but there is no running water in it at present. Probably good water could be had at a moderate depth by sinking wells. There were no frosts while my work was in progress. No fuel is available nearer than Sullivan lake where coal is to be had. There are no stone quarries. No minerals were observed. Antelope were seen occasionally as also geese and duck.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 34.—A good trail fromPonoka passes within fifteen miles of this township. The surface is open rolling prairie. The soil is principally clay, producing good grass, and well adapted for grain growing. There is no timber of any kind. There are no large areas of hay land. Craig lake covers an area equivalent to over three sections. It is shallow and muddy, and the water is alkaline. There are no springs or creeks of fresh water, though good water can doubtless be obtained at moderate depths by sinking wells. No summer frosts occurred during the progress of my work. Fuel is not obtainable within 20 miles, the nearest supply being coal at Sullivan lake. There are no stone quarries. No minerals were observed. Geese and duck were numerous. This land will no doubt be occupied for mixed farming purposes as soon as transportation obstacles are overcome.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 35.—The township is reached by a trail from Ponoka, passing about 15 miles north, which is in fair condition. The soil varies from light sandy loam to heavy clay and is suitable for general farming purposes. The surface is open prairie, for the most part gently rolling. There is no timber of any kind. There are no hay marshes of any considerable extent. Good fresh water is lacking but could doubtless be had at a moderate depth by sinking wells. The surface water is somewhat alkaline. There are no indications of special danger of summer frosts. Fuel is lacking. No wood is to be had within twenty miles. There are no stone quarries. No minerals were noticed. Duck, geese and prairie chicken were the only game seen. A considerable portion of this land is suitable for settlement, and will no doubt be taken up as soon as transportation difficulties are removed.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 58.—The Saddle lake and Lake LaBiche wagon road passes through this township and is a very good road. The soil is first-class and suitable for general farming. The west and south of the township is covered with scattered woods and brush and scrub, easily cleared, while the east is more heavily wooded. The timber is chiefly poplar. There is some hay of fair quality around the lakes in the east part of the township. The water is all fresh and good. There are no streams of any size, and the land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts are not usual. There is plenty of wood for fuel. No stone quarries nor minerals were found. Large numbers of duck in season and fish at all times are to be had.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 59.—The Saddle lake and Lake LaBiche wagon road passes through this township and is a very good road. The soil is first-class and suitable for general farming. The west and south of the township is covered with scattered woods and bush and scrub, easily cleared, while the east is more heavily wooded. The timber is chiefly poplar. There is some hay of fair quality around the lakes in the east part of the township. The water is all fresh and good. There are no streams of any size and the land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts are not usual. There is plenty of wood for fuel. No stone quarries nor minerals were found. Large numbers of duck in season and fish at all times are to be had.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 60.—This township is best reached by the Saddle lake, Lake LaBiche or the St. Paul de Metis, Floatingstone lake wagon roads. They are both good and both cross the township. The soil is number one and suitable for farming. The surface is covered with poplar from two to ten inches in diameter, except in the northeast part where it is covered with brush easily cleared. There are no hay lands. The water is fresh and good, and the land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts rare. Cord wood can be had for fuel. No stone quarries nor other minerals exist. Fish and duck abound.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 61.—The best way to reach this township is by the Saddle lake, Lake LaBiche wagon road which is good and passes across the township. The soil is number one and suitable for farming. The surface is covered with brush and scrub and scattered poplar from two to ten inches in diameter. It can be easily cleared. There are some hay lands in the southern and in the northern parts of the township. The water is fresh and good. Bridge creek crosses from the northwest corner to the southeast corner. This creek is about a foot deep and six feet wide. The land is not liable to be flooded. There are no water-powers. The climate is delightful and summer frosts rare. Good wood can be obtained for fuel. No stone quarries or other minerals are found exposed. There are plenty of duck and fish.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 62.—The best way to reach this township is by the Saddle lake and Lake LaBiche wagon road which passes within a mile of the west of the township, and is good. The soil is good, except the two mile middle strip, from west to east, which has much muskeg. The land is suitable for farming. The surface, except in the muskeg is covered with poplar from two to ten inches in diameter with scattered spruce of the same size. There is no hay land. The water is fresh and good and the land is not liable to be flooded, except the muskeg. There are no water-powers. The climate is delightful and summer frosts are rare. There is plenty of good wood for fuel. No stone quarries nor other minerals were noticed. Duck and fish and some deer and moose comprise the game.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 12.

Township 63.—The good wagon road from Saddle lake to Lake LaBiche passes through the west side of the township. The soil is good and suitable for general farming. The surface is covered with woods, poplar from three inches to twelve inches in diameter with clumps of spruce. There is no hay land in the township. Beaver river crosses the township from west to east and Little Beaver enters the Beaver in section 20. There is a good supply of fresh water. The land is not liable to be flooded. There are no valuable water-powers. The climate is delightful and summer frosts are rare. There is plenty of good wood for fuel. There are no valuable minerals exposed. There are deer and duck for game. There is no valuable timber in the township.—*M. W. Hopkins, D.L.S., 1905.*

TOWNSHIPS WEST OF THE THIRD MERIDIAN.

Range 12.

Township 64.—The best way to reach this township is by the Saddle lake and Lake LaBiche wagon road, which is in good repair and passes within two miles of the west boundary of the township. The soil is number one, except the middle two miles from east to west which has much muskeg. The land is suitable for farming. The surface is covered with thick woods, except in the muskeg. The wood is chiefly poplar from two to eight inches in diameter with clumps of spruce of about the same size. There are no hay lands. The water is fresh and good. Small streams and many lakes occur. The land is not liable to be flooded, except the muskeg. There are no water-powers. The climate is delightful and summer frosts rare. There is abundant good wood for fuel. No stone quarries nor other minerals were discovered. Plenty of duck and fish and some deer and moose were seen.

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 12.—From the village of Swift Current, Saskatchewan, the Mennonite trail was followed into this township for a distance of twenty miles. The soil is generally a black sandy clay loam, ten inches deep, with a sandy clay subsoil. The northern part of the township is gently undulating. The southern portion is easy rolling. No timber occurs in the township. No hay lands proper occur, the native prairie grass furnishes the only supply. No creeks or ponds occur, but water is found at an average depth of thirty feet by digging. No water-powers exist in this township. The township is located at about the extreme edge of the country visited by chinook winds, the average rainfall, it is claimed by near residents, is greater than at

Moosejaw and the average winter temperature also slightly higher. There is no fuel available in the township, but proximity to the railway ensures a coal supply. There are no stone quarries. There are no minerals. Antelope is the sole representative of game. The soil, climate and grasses give every indication of agricultural possibilities. The township is first-class in every respect.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 27.—From the town of Gleichen the trail to Hyde's crossing Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough, alkaline, clay gumbo. The surface is rolling prairie with a little scrub. No commercial timber occurs. No hay was found but there is grass from three to six inches long. The only water in this township is a small slough in section 35. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearance of the country it can be assumed as semi-arid. Fuel is entirely absent and has to be imported, wood forty miles, coal, about thirty miles . No rock in situ suitable for building purposes was noticed. There is no indication of minerals. Antelope appear to be numerous; feathered game were only occasionally seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 28.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being of tough, clay gumbo. The surface is rolling prairie. No commercial timber occurs. A little slough grass was found, but no first-class hay. There is no water at the present time in this township but there are some dry hay sloughs. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearance of the country it can be assumed as semi-arid. Fuel is entirely absent. Coal and wood can be had at a distance of thirty or forty miles. No rock in situ suitable for building purposes was noticed. There are no indications of minerals. Antelope appear to be numerous ; feathered game was only seen occasionally.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 29.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country tothe above-mentioned township. The soil is generally third-class, being of a tough, clay gumbo. On some of the hills, there is a few inches of sandy subsoil. The surface is rolling prairie with coulées. No commercial timber occurs. No good hay was found but there is a little slough grass. There is fresh water in some of the sloughs. No water-powers are available. The climate is very similar to that at Calgary, but from the general appearances of the country it can be assumed as semi-arid. Slight traces of coal were found, but there is no wood. No rock in situ suitable for building purposes occurs. Traces of coal and ironstone were noticed. Antelope appear to be numerous, also a few geese and duck are to be seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 30.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the

above-mentioned township. The soil is generally third-class, being of a tough, clay gumbo. The surface is rolling prairie with a few coulées. No commercial timber occurs. Plenty of slough grass but very little good hay was found. Some of the slough water is fresh and some alkaline. There are no water-powers available. The climate is very similar to that at Calgary, but there does not appear to be much rain. There is no fuel. No rock in situ suitable for building purposes was noticed. There are no indications of minerals. Antelope appear to be numerous; feathered game is not so plentiful.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 31.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken and from here it was necessary to travel across country to the above-mentioned township. The soil is generally third-class, being a tough, alkaline gumbo. The country is rolling, with coulées. No commercial timber occurs. Plenty of slough grass but very little good hay was found. Fresh water was found in a branch of Berry creek, also alkaline water in sloughs. No water-powers are available. The climate is very similar to that at Calgary but there appears to be less rain. There is no fuel. No rock in situ suitable for building purposes was observed. No indication of minerals was seen. Antelope appear to be numerous, but feathered game was only occasionally seen.—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 32.—From the town of Gleichen the trail to Hyde's crossing of Red Deer river was taken, and from here it was necessary to travel across country to the above-mentioned township. The soil is, generally third-class, being of a tough, clay gumbo. The surface is rolling prairie with coulées and a little scrub. No commercial timber occurs. Slough grass, but very little good hay is found. Good fresh water is found in a branch of Berry creek. No water-powers are available. The climate is very similar to that of Calgary. The only fuel in the township is a few dry willows. No rock in situ suitable for building purposes was observed. There is no indication of minerals. Antelope appear to be numerous; feathered game was only occasionally seen—*A. W. Ponton, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 33.—I found the most convenient route for reaching this township was by trail from Ponoka. The trail is in good condition and passes about 25 miles north. The soil is chiefly heavy clay, producing fairly good grass, and would be suitable for grain growing, but not so desirable as a warmer soil. The surface is open prairie, mostly rolling. There is no timber of any kind. There are no hay marshes of any considerable extent. The only water at present obtainable is slough water slightly alkaline. No doubt good water could be obtained at a moderate depth by sinking wells. There were no frosts during the progress of my work. There are no stone quarries. No minerals were observed. The nearest fuel supply is at Sullivan lake, about 20 miles distant, where coal is to be had. Antelope were seen frequently. Duck and geese were numerous in the few sloughs and pools along the partially dry creek beds. —*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 34.—I found the most convenient route to this township was by trail from Ponoka. The trail is in good condition and passes about twenty miles north. Means of access will shortly be changed by railway construction now in progress, the branch line from Lacombe passing within 25 miles of this township. In the northern portion the soil is sand, with clay subsoil. In the southern half of the township the soil is heavy clay. I have classed it as third rate throughout. It is suitable for mixed farming, but not so desirable as a warmer soil. The surface is open rolling prairie with no timber, except a few small clumps of poplar and willows in the northern part of the township. There are no hay marshes of any note. There is one small lake with water which is muddy and alkaline. No doubt good water is to be had by sinking wells. No summer frosts occurred during the progress of my work. The nearest fuel supply is at Sullivan lake where coal is obtainable. There are no stone quarries. No minerals were observed. Game is not abundant. Antelope were seen occasionally. There are no settlers at present, but no doubt the land will be taken up when railway facilities provide the means of bringing in building materials.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 35.—I found the most convenient means of reaching this township was by trail from Ponoka. The trail passes about fifteen miles north of the township and is in fairly good condition. The soil is sand and clay, and fully three-fourths of the area is suitable for agricultural purposes. There is no timber, except a few clumps of small poplar and willows in the northwest corner of the township. There are no hay marshes of any considerable extent. Only one creek of good fresh water was seen. The water in three small lakes is muddy and alkaline. There being only one very small stream, there are no water-powers. There would not seem to be any special danger of summer frosts. There is no fuel nearer than Sullivan lake, where coal can be had at a point about ten miles distant from this township. There are no stone quarries. No minerals were observed. Prairie chicken, geese and duck were abundant. Badgers and foxes were seen occasionally. This land is not hilly enough to attract ranchers, but will come into use for mixed farming purposes, for which it is well adapted.—*George Edwards, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 59.—Two direct trails from Edmonton to Lake LaBiche pass through this township. The first, known as the south trail, crosses to the south of the Saskatchewan at Fort Saskatchewan and back to the north side at what is known as Pardee's crossing. This trail is in good condition the greater part of the year, and is considerably travelled. That known as the north trail follows along the north side of the river all the way from Edmonton to Lake LaBiche and passes through this township from east to west. This, however, is not a good trail and is seldom used at present. The soil in this township varies from black and sandy loam to a sandy clay, the clay for the most part having a clay subsoil while the sandy loam has a sandy subsoil, which in some places merges to a fine gravel. The centre and western parts are mostly light loam which is covered on the high land with a luxurious growth of grass and pea-vine and should be well adapted to general farming. The clay soil also bears a heavy growth of pea-vine and grass and although harder to work should be good farming land. The eastern part of the township is of a rolling and hilly nature, while the

western part is slightly rolling only. In the northern part of this township and more particularly along the shores of Bonnie lake there is a general growth of scrub. There are, however, and more especially in the western part, small patches of prairie, which have been occasioned by the country being repeatedly swept by fire. There is a great quantity of heavy slough grass along the banks of a creek, which flows through sections 7, 18, 17, 21, 22, 15 and 11 in this township, and there are several sloughs from which hay might be cut during the dry season. On the high land of the township there is a great quantity of pea-vine which could be cut in places with little trouble. All water in this township is fresh. There are a great number of permanent sloughs throughout the eastern part, while the creek traverses a number of sections. This creek is permanent, running water through sections 2 and 11, being fed from a large muskeg on sections 11, 14, 15, 21 and 22. The creek before entering this muskeg is not a permanent running stream, but large pools of water exist in it through the dry season. This creek bed is from twenty to forty links wide and from three to six feet deep. A number of springs exist along the southern shore of Bonnie lake, and from which flows the finest of water. The western part of this township, including parts of sections 18, 19, 20 and 17 is liable to be flooded during the wet season. The parts of sections 11, 14, 15, 21 and 22 which are muskeg are of course unfit for cultivation. The remainder of the township is apparently free from spring floods. No water-power exists. From general indications the climate is suitable to general western farming. No summer frosts are known to have occurred in this township during the season of 1905. Wood is the only fuel available in this township and this can be procured anywhere as there are great quantities of standing and fallen timber which have been killed by fires. No coal or lignite, stone quarries nor minerals of economic value are known to occur in this township. A number of moose were seen, also caribou and black bears are found here in small numbers. Lynx, foxes, coyotes, rabbits and ducks are found in considerable numbers. Prairie chickens and partridge are almost unknown. Whitefish and jackfish of good size and quality are found in Bonnie lake. —*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 60.—The two trails known as the south and north from Edmonton to Lake LaBiche join before reaching this township and cut off the southeast corner of it and then passes up the east side. Two branch trails from this were opened by me during the season 1905. One follows along the north of the township into section 33 and the other passes through sections 24, 23, 14, 11, 12 and rejoins the main trail in section 1. This last can only be used during the dry season or winter. To reach this township from Edmonton the best trail is that known as the south trail, which crosses to the south of Saskatchewan river at Fort Saskatchewan, and recrosses to the north at Pardee's crossing. This is considerably travelled and is in good condition most of the year. The soil is mostly made up of sandy clay loam or sandy clay, but a clay loam is found in some low lying spots. All have a clay or sandy clay subsoil. This soil although perhaps a little heavy to work should be splendidly suited to general western farming. The surface is completely covered with heavy timber or heavy growth of young bush and scrub. The north and western thirds are almost solid, heavy timber, while the southeastern portion is covered with a heavy second growth bush with scattered bluffs of heavy timber. There are very heavy windfalls covering nearly all that area on which the second growth exists. There are quite a number of small sloughs throughout this township from which slough grass of good quality may be cut, while on sections 28 and 14 there are hay sloughs of considerable size from which first-class hay may be obtained. On sections 14 and 11 there are also very large hay sloughs, but these would have to be drained before the hay could be cut. All water in this township is fresh. Good water can be obtained in any part of the town-

ship at all times. Along the western and northern shores of Spring lake are found a great many springs from which flow the finest of water. Cache creek traverses sections 28, 23, 22, 14, 13 and 12. During the wet season this creek is fed from sloughs, in section 28, but the permanent source is a number of springs and muskegs in section 22. Below section 22 this is a permanent running stream which steadily increases in size as it is fed by numerous springs as well as by Little Beaver creek which joins it in Spring lake. After leaving Spring lake it is very sluggish in places, being wide and deep. Where it leaves the township it is about six feet wide and 18 inches deep with a current of about two miles an hour. Little Beaver creek has its source in Little Beaver lake. It is a permanent stream with an average width of 5 feet and depth of one foot and has no perceptible current. There would be very little flooding of any land here which is adapted to farming. No water-power is available. From general indications the climate here is suited to general farming. No summer frosts are known to have occurred during the season 1905. There is an almost unlimited quantity of splendid wood in this township at present, as there are great windfalls of burnt timber through the southeastern part. There is also a large quantity of dry timber to be found amongst the green timber. No coal or lignite, nor stone quarries, nor minerals of economic value are known to exist. A number of moose, caribou and black bears are found in this township. Large numbers of rabbits are also found and quite a number of lynx. Ducks were seen in considerable numbers, while partridge and prairie chicken were rarely seen.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 61.—The main trail from Edmonton to Lake LaBiche passes through the Indian reserve to the east of this township and follows quite closely the east shore of Goodfish lake. There are two trails leaving Edmonton for Lake LaBiche, and these join a few miles south of this township. That one known as the south trail which crosses to the south of Saskatchewan river at Fort Saskatchewan and recrosses to the north at Pardee's crossing is the one generally used. This trail is considerably travelled and is in good condition the greater part of the year. There are branch trails from the main trail which reached as far in as section 29, which were extended to reach the township to the west. The soil in this township varies from a very heavy clay to a sandy soil, including a clay loam and a good deal of sandy clay. The subsoil is principally a clay but a sandy subsoil is found in many places. The soil is well adapted to general farming, but the clay is rather heavy in places to be easily worked. The south two-thirds and westerly parts of the township are completely covered with heavy timber while in the northeastern parts the heavy timber is interspersed with clumps of scrub and second growth timber. A considerable quantity of good hay is cut by the Indians from a number of sloughs on sections 35, 26, 27, 28, 29 and 20. These are the only sections, however, from which any quantity could be cut. All water in this township is fresh and can be obtained in any part of it. A small creek traverses sections 6, 5, 4, 10, 11, 2, 1 and flows into Goodfish lake in section 12. Small pools exist throughout the dry season in the bed of this creek. A small creek has its source in section 32 which flows north into Whitefish lake. No streams exist from which water-power is available. From general indications the climate is well suited to western farming. Garden corn matured on the Indian reserve to the east of this township in the season of 1905. No summer frosts are known to have occurred during this season. Good wood can be gathered in any part of the township. No coal or lignite veins, stone quarries nor minerals of economic value occur. A few moose were seen and an occasional black bear is also found. Rabbits are very numerous, lynx are found in considerable numbers as well as coyotes. Partridges and prairie chicken are very scarce, duck are plentiful around Goodfish lake. Jackfish and whitefish are very plentiful in Goodfish lake.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 13.

Township 62.—This township, part of which is occupied by Indian reserve number 128, is directly on the route of the main trail leading from Victoria and Saddle Lake to Lake LaBiche, and which passes in a northerly direction through the eastern portion of the township. The soil varies from a black loam to a light clay subsoil, and may be classed generally, as number two. The surface is very much broken by the occurrence of Whitefish lake and two other small lakes. Toward the north and immediately joining the Lake LaBiche trail some rather extensive spots occur, but by far the greater part of the township is covered with poplar timber. In the northern portion of this township, especially along the valley of Whitefish creek, great quantities of natural hay occur. Water is everywhere abundant in this township. Indeed the greater part of the surface is covered with lakes, Whitefish lake alone occupying a great portion of sections 7, 8, 9, 10, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 29 and 30. Other smaller lakes occur upon sections 3, 13 and 36 all of which are composed of fresh water and all well stocked with fish. No water-powers of any consequence occur. From general indications the climate is suited for mixed farming. No summer frosts are known to have occurred during the season of 1905. Abundance of fuel for all local improvements may be found in the shape of poplar and other varieties of timber. No coal or lignite veins stone quarries, nor minerals of economic value are known to exist in the township. A few moose, caribou and black bears were known to frequent the locality of this township. Rabbits were very numerous and several lynx were met with. Ducks were observed in considerable numbers, but grouse and prairie chickens were found to be very scarce.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 60.—This township, of which the eastern and part of the northern boundaries only, were run may be most conveniently reached by means of what is known as the Fort Victoria and Lake LaBiche trail, from which it is distant only about three miles. So far as known no roads are opened up directly to or through the township. The character of the soil along the east boundary of this township is chiefly that of a sandy clay with clay subsoil. Along the north boundary the soil varies from sandy loam to clay with clay subsoil, and might be considered as second-class. The surface of this township is well covered by a heavy growth of poplar timber with scattered spruce, tamarack, birch and jackpine. The character of timber found along the eastern and northern boundaries of this township consists of poplar, varying in diameter from four to twelve inches, as well as some spruce, tamarack, jackpine and birch, which are also found varying from about four to eight inches in diameter, but poplar is the predominating wood, which together with the other varieties mentioned, forms an amply supply of fuel, as well as building timber for local requirements. The country being largely covered with forest, hay is comparatively scarce, but is found upon sections 24 and 25 about the shores of a small lake and slough. As is usual in a wooded country water is comparatively abundant. A nice fresh lake occurs on the east boundary of section 25, a fresh slough on the east boundary of section 24, and a fresh creek crosses the north boundary of sections 36 and 33. No water-powers are known. From general indications the climate of this locality is suited to mixed farming. No summer frosts are known to have occurred during the season of 1905. There is abundance of good wood, well suited for fuel purposes. No coal or lignite veins, nor stone quarries are known to exist in this township. A few moose, caribou and black bears are known to frequent this locality. Rabbits are very numerous and several lynx were met with. Ducks were observed in considerable numbers,

but grouse and prairie chickens were found to be very scarce. No minerals of economic value were discovered.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 61.—The main trail from Edmonton to Lake LaBiche passes several miles to the east of this township, but a branch reaches as far west as section 21 from which a pack trail branches in section 15 and goes westward across the township, while another pack trail crosses the northwest part of the township. The best trail from Edmonton to Lake LaBiche is that one commonly known as the south trail. This is joined a few miles to the southeast of the township, by the one known as the north trail. The south trail is considerably used and is in good condition most of the year. The branch trail into this township being new is rough in places. The soil generally is clay, but some sandy clay is also found and in the deep hollows a black muck, consisting mostly of decayed vegetation. Considerable swamp of a muskeg nature occurs here. The soil on the high land is nearly all underlaid with a clay subsoil. The high lands of this township should be splendidly suited for western farming. Some of the heavy clay, however, will be rather stiff to work. The country is rolling and is completely covered with heavy timber. No scrub or prairie country was seen. A hay meadow of considerable size is located on the north part of section 34, but no other meadows of any value were seen. All water found is fresh and the supply is sufficient and permanent. A small stream crosses the southeast corner of section 1, which is apparently a permanent running stream, being fed by small springs and muskegs. It is, however, very small and of little consequence. The swamps are wet throughout the entire season, but apart from this the township should be little liable to floods. No streams in this township could be utilized for water-power. From general indications the climate is well suited to farming. No summer frosts are known to occur. Wood is the most reliable fuel and this is at hand everywhere. No lignite, coal nor stone quarries are known to occur, nor minerals of economic value. Rabbits are very plentiful, while lynx, coyotes, foxes and some smaller fur-bearing animals are found, but large game is very scarce. Partridge and prairie chickens are almost unknown and only a limited number of ducks were seen.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 62.—From Whitefish lake there is a good pack trail crossing this township from east to west. The soil is generally of a sandy clay and is rather poor, except a few patches here and there. It is suitable for mixed farming. The country is rolling with a few broken sections adjoining Whitefish lake. It is wooded, but there is no marketable timber. There is no hay. Whitefish lake touches this township at sections 24 and 25, and there are two or three permanent lakes, one on section 19 and the other on section 4, besides several small creeks. No land is liable to be flooded. There are no waterfalls and no water-power can be developed. The climate is good and will be free from summer frosts, being near a pretty large sheet of water. There is any quantity of fuel on every section, but there is no lignite. There are no quarries. There is no mineral of economic value in this township. Moose and bears are plentiful.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 62.—This township may be most easily reached from the Lake LaBiche trail, which passes along the eastern shore of Whitefish lake and enters township 61,

about two miles from the southeast corner of township 62, range 14. The soil along the east boundary is that of sandy clay with clay subsoil and may be termed second-class. The surface of the eastern part of this township is comparatively rough and broken, due to the proximity of Whitefish lake, but is entirely covered by a heavy growth of poplar timber with occasional spruce, tamarack and birch. Willow and hazel scrub are found in the valleys adjoining the lake shore. The predominating timber upon the eastern section of this township is that of white poplar varying in size from about four to ten inches. A few spruce were observed of diameters from eight to sixteen inches and a few birch of from four to ten inches in diameter were also noted. Little or no hay was observed along the east boundary of this township. Abundance of fresh water occurs along the east boundary, not only in the body of Whitefish lake, but also in the numerous small tributary creeks discharging into it. No water-power of any consequence occurs. From general indications the climate of this locality is suited for mixed farming. No summer frosts are known to have occurred during the season of 1905. Abundance of fuel for local requirements may be found in the shape of poplar and other varieties of timber. No coal or lignite veins, stone quarries, nor minerals of economic value are known in the township. A few moose, caribou and black bears were known to exist in this township. Rabbits were very numerous and several lynx were met with. Ducks were observed in considerable numbers but grouse and prairie chicken were found to be very scarce.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 63.—This township may be most easily reached by means of a branch trail from the main road to Lake LaBiche, which forks to the westward immediately north of Whitefish lake. The soil of this township is chiefly of a sandy clay with clay subsoil and may be termed second-class. The surface of the country along the east boundary of this township is entirely covered by a forest of poplar, spruce, tamarack and white birch. The predominating timber of this locality is white poplar, although spruce of from three to ten inches in diameter was observed. In some places white birch and a few jackpine were also noted, varying in diameter from three to ten inches. Some natural hay was found to occur along the east boundary of section 12, but otherwise the country was found to be too heavily wooded to admit of the growth of natural hay. Beaver river crosses the east boundary of section 25 and forms the chief water supply along the boundary of this township. No water-power of any consequence was found in this township. From general indications the climate of this locality is suited for mixed farming. No summer frosts are known to have occurred during the season of 1905. Abundance of fuel for all local requirements may be found in the shape of poplar and other varieties of timber. No coal nor lignite veins were found. No stone quarries nor minerals of economic value were discovered. A few moose, caribou and black bear were known to exist in the locality of this township. Rabbits were very numerous and several lynx were met with. Ducks were observed in considerable numbers, but grouse and prairie chicken were found to be very scarce.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 14.

Township 64.—This township, the eastern boundary only of which was run by me, is most easily approached by the Lake LaBiche trail, from which it is distant about six miles to the westward. The soil along the east boundary of this township varies from light sandy loam to clay with clay subsoil and appears to be suited for general farming purposes. The entire surface of the country along the east boundary of this township is covered by a heavy forest of poplar, spruce, tamarack and white birch, and

is somewhat broken by the valleys of Little Beaver river, on section 36, and a small lake on section 1. The timber along this boundary is decidedly above the average of the district in both quantity and quality, the percentage of mill timber being much greater than usual. Spruce and tamarack of exceptionally fine quality were found upon section 13, some trees in this locality were observed as large as twenty-four inches in diameter. The surface of the country along the east boundary is too heavily timbered to admit of the growth of much natural hay and little was found. The country is well watered by Little Beaver river which crosses through sections 25, 24 and 13, and a fine fresh water lake upon section 1. No water-power of any consequence exists upon this township. From general indications the climate of this locality is suited for mixed farming. No summer frosts are known to have occurred during the season of 1905. Abundance of fuel for all local requirements may be found in the shape of poplar and other varieties of timber. No coal or lignite veins are known in the locality. No stone quarries and no minerals of economic value are known to exist in this township. A few moose, caribou and black bears are found in the locality. Rabbits were very numerous and several lynx were met with. Ducks were observed in considerable numbers, but grouse and prairie chicken were very scarce.—*J. W. Tyrrell, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 15.

Township 61.—From Edward post office, which is on section 27, township 59, range 16, there is a fairly good hay trail running in a northeasterly direction which can be followed for a few miles, and which leads to a rough wagon road opened by myself which approximately follows the easterly boundary of range 16 and turns east on section 7 to go to the centre of the township. The soil is rather poor, being a sandy clay. There is a large percentage of swamp land which is not fit for agricultural purposes but the balance must be suitable for mixed farming. There is no marketable timber. The country is generally rolling, covered with a thick growth of poplar and cottonwood and some scrubby spruce in the swamps. There is no hay. This township is well watered, there being eight permanent lakes and several small creeks, the largest of which crosses the east boundary of section 18. It is a stream about four feet wide and eighteen inches deep with a current of three miles an hour. No land is liable to be flooded. There is no water-power to be developed and no water-falls. The climate is good, there being no summer frosts. Fuel is plentiful on every section, but there are no lignite veins. There are no stone quarries and no minerals of any economic value. Bears and moose are to be found.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 15.

Township 62.—There are no good trails running through this township, and the best means of getting to it is as follows : Starting from Victoria settlement, thence along a good wagon trail to Edward post office, in section 27, township 59, range 16, west of the fourth meridian, which is almost the last of the good trail. From Edward post office there is a fairly good hay trail running in a northeasterly direction, which can be followed for a few miles, and which leads to a rough wagon road cut by myself which approximately follows the easterly boundary of range 16 as far as the northeast corner of section 12, township 62, range 16, from where it branches east and runs through the centre of township 62, range 15. The soil in this township is very poor, consisting for the most part of two or three inches of leafy mould over a grayish white sandy clay with coarse wash gravel at a depth of from eighteen inches to three feet, and does not appear to be suitable for any kind of farming. The surface is for the most part of a gently rolling nature, and all heavily wooded with poplar, cottonwood, spruce, tamarack, jackpine and thick underbrush; about eighty per cent of the bush

being poplar and cottonwood and fifteen per cent being spruce and tamarack, and the rest jackpine. The poplar and cottonwood will average from five inches to six inches in diameter as a rule, but there are trees up to twelve inches scattered all through the township which would make good building logs. The spruce and tamarack are for the most part small, but in places there are small patches of large timber suitable for milling purposes. The jackpine is sacttered all over the township on sandy ridges and will average seven inches or eight inches in diameter but is usually too stunted to be of much value for anything but fuel. There is no hay. The water is all fresh and fairly plentiful, being furnished by seven fairly large and permanent lakes, and several small ponds. There are also three small creeks running through this township, the largest of which is fourteen feet wide, one foot deep with a current of two miles an hour. There is no means of generating any water-power. The climate is fair—but owing to the presence of a good deal of muskeg and spruce swamps, would be liable to summer frosts. Wood for fuel is obtained on every section, but no coal or lignite veins were found. There is no stone suitable for quarrying. No minerals of any value were found. Moose, bears and lynx are to be found, also partridge and duck.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Ranges 15 and 16.

Townships 63 and 64 (east boundaries).—There are only pack trails to reach these outlines from Whitefish lake. They follow Whitefish creek, thence along Beaver river, which crosses these townships in a southeasterly direction. The country along these lines is all covered with poplar and cottonwood with an occasional spruce swamp. Along the east boundary of section 25, township 64, range 15, there is a belt of commercial timber about forty chains wide. The soil is generally third-class with a patch of better land along the streams. There is some hay along Beaver river. Beaver river crosses the east boundary of section 36, township 64, range 16, and again on section 25, township 63, range 15. This river has an average width of about forty feet, is three feet deep and has a current of two miles an hour and permanent supply of good fresh water. The climate is good. There is plenty of fuel, but no lignite veins have been observed. There are no stone quarries. Moose are plentiful.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 16.

Township 60.—There are no good roads running through this township, and the best means of getting to it, is to start from Edward P.O., from which place there is a fairly good road as far as section 17 of this township. Beyond this there is no good road. The country is generally of a rolling or hilly nature. The soil consists as a general rule of from two to four inches of black loam over a sandy or a sandy and stony clay subsoil and is only partially fit for mixed farming. The township is thickly wooded with poplar, cottonwood, jackpine and willow brush. The poplar and cottonwood averages from four to five inches in diameter and the jackpine averages about eight inches in diameter. Along the large creek which flows through this township there are some bluffs of jackpine suitable for railroad ties, should the problem of transport be solved. There is no hay. There is a good supply of fresh water in a creek, which is twenty-five links wide, one and one-half to two feet deep, with a current of four miles an hour; it enters the township on section 36 to go out on section 31 and re-enters on section 30 to leave it again on section 4. There are also two permanent lakes, one called Bear lake, in sections 16 and 17, and the other in sections 14, 15 and 22. There is no land liable to be flooded. There are no water-falls or other means of developing water-power. The climate is excellent, and there was no sign of summer

frost. Wood for fuel is obtainable on every section, but no coal has been discovered There is no stone suitable for quarrying purposes and no minerals of any economic value have been discovered. Moose and bears are to be found.—*J. L. Coté, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 16.

Township 61.—There are no good trails running through this township. From Edward post office in section 27, township 59, range 16, there is a fairly good hay trail running northeasterly which leads to a rough wagon trail cut by myself which approximately follows the easterly boundary of range 16 to section 12, thence westerly across the centre of the township. The soil consists of three inches of black loam with a sandy subsoil and is generally of poor quality. The surface is gently rolling and is covered with a growth of poplar and cottonwood. There is no marketable timber. There is no hay. There are six permanent lakes and several small creeks. The supply is sufficient and permanent. There is no land liable to be flooded. There are no waterfalls and no power can be developed. The climate is good and there is no summer frost. There is any quantity of fuel on every section, but there is no lignite. There are no stone quarries and no minerals of economic value located in the township. Moose and bears are plentiful.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 16.

Township 62.—There is no good trail running through this township. From Edward post office in section 27, township 59, range 16, west of the fourth meridian, there is a fairly good hay trail running in a northeasterly direction which leads to a wagon road cut by myself and follows the east boundary of range 16 to section 24, township 62, thence to the centre of the township. The soil is generally sandy or mucky in spruce swamp and is of poor quality. The surface is generally rolling and is covered with a growth of poplar, spruce and jackpine. There is no marketable timber. There is no hay. There are fourteen permanent lakes and several small creeks. The supply of water is plentiful, but there is no land liable to be flooded. There are no waterfalls and no water-power can be developed. The climate is good, there being no summer frosts. There is a large quantity of fuel on every section. There are no lignite veins in the township. There are no stone quarries and no minerals of any economic value. Moose and bears are found.—*J. L. Coté, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 17.

Township 60.—The route for reaching this township is as follows : Leaving Pakan P.O. there is a fairly good wagon road as far as the southwest corner of the township, but from there on there are no good trails. The soil is a black loam averaging six inches in depth over a sandy or sandy clay subsoil, and part of this township is suitable for mixed farming purposes. The surface is generally rolling or hilly, and is thickly wooded with poplar, cottonwood, jackpine and willows. There are bluffs of jackpine in sections 18 and 19 averaging nine inches in diameter and suitable for railroad tie purposes. About fifteen tons of hay can be cut along White-earth river, in sections 6 and 7. This township is well watered by six permanent lakes, one in sections 2 and 11, another in section 13, another in section 22, another in section 18, another in sections 17 and 20 and the last in sections 14, 23 and 26; also by White-earth river, which crosses sections 5, 6 and 7 and is a stream averaging seventy-five links in width, by two and one-half feet in depth, with a current of two miles an hour. All the water in this township is fresh and no land is liable to be flooded. There

are no waterfalls or other means of generating water-power. The climate is good and there are no signs of summer frosts. Wood for fuel can be obtained on every section, but there is no coal or lignite. There is no stone for quarrying purposes. No minerals of any economic value have been discovered. Moose, deer and bears are to be found. —*J. L. Coté, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 18.

Township 60.—The route for reaching this township is as follows : Leaving Pakan P.O. there is a fairly good road as far as the southeast corner of this township, but beyond that there are no good trails. The soil is a black loam averaging five inches in depth over a sandy or sandy clay subsoil. Part of this township is suitable for mixed farming purposes. The surface is undulating or rolling and is thickly wooded with poplar, cottonwood, spruce and tamarack and jackpine. The poplar, cottonwood, spruce and tamarack averages about five inches in diameter and the jackpine averages about ten inches in diameter. There is some hay along the valley of White-earth river, probably from fifteen to twenty tons could be cut. The east one-third of this township is well watered by a lake in section 35, and by White-earth river, which flows through sections 36, 25, 24, 13 and 12. White-earth river is a stream of seventy-five links in width, two and one-half feet in depth and with a current of two miles an hour. All the water is fresh and no land is liable to be flooded. There are no waterfalls or other means of generating water-power. The climate is good and there are no signs of summer frosts. Wood for fuel can be obtained on every section, but there is no coal or lignite. There is no stone for quarring purposes. No minerals of any economic value have been discovered. Moose, deer and bears are to be found. —*J. L. Coté, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 20.

Township 56.—The road from Fort Saskatchewan to Star passes along the south boundary of this township and is well settled on either side. Bruderheim post office is situated on the north boundary of section 33, township 55, range 20, and has a large store in connection with it. The surface of the township is slightly rolling and the soil on the south and east part of it is black loam, but the northwest part of the township is sandy hills or tamarack swamp and will never be worth much either for farming or anything else.—*G. J. Lonergan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 21.

Township 32.—This township is reached by a good travelled trail, running from Red Deer or Lacombe, stations on the Calgary and Edmonton railway, easterly to the junction of Tail creek with Red Deer river, thence southerly. The soil is a clay loam, with a clay or gumbo subsoil of poor quality, is unsuitable for agricultural pursuits and is only suitable for ranching purposes. The surface is rolling prairie. The westerly half of the township is very much broken by the valley of Red Deer river, which runs southerly from section 31 to section 5, and has several large and deep ravines running to the river. The valley is from four hundred to five hundred feet deep and about a mile wide. There is no timber in the township, save a small quantity of small spruce and poplar along the river banks, and in some of the deep coulées. There is no hay in this township. The only water is Red Deer river, and is difficult to obtain. The remainder of the township is very dry. There are no falls, rapids or water-powers in this township. Fuel is scarce; small quantities of wood are found in the coulées. No coal deposits were found. There are no stone quarries nor minerals. No game of any kind was found in the township.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 21.

Township 33.—This township is reached by a good trail running easterly from Red Deer or Lacombe stations on the Calgary and Edmonton railway, to the junction of Tail creek with Red Deer river, thence southerly. The soil in the western row of sections is of a gumbo nature, in the remainder of the township it is a sandy loam, with clay loam subsoil, and ranks second and third-class. The surface is rolling prairie with scattered bluffs of small poplars and willows, also ponds and lakelets fringed with brush. There is no timber. Hay is found on the uplands in considerable quantities. The only water available is in the ponds, sloughs and lakelets, and is of fair quality. There are no water-powers, rapids nor falls in the township. No stone quarries nor minerals were observed. No game was seen. The Red Deer crosses the township in section number 6.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 21.

Township 34.—This township is reached by a good travelled road which runs easterly from Red Deer and Lacombe, stations on the Calgary and Edmonton railway, to the junction of Tail creek with Red Deer river, thence southerly. The soil is a sandy loam, with considerable gravel and gumbo for subsoil, and ranks as second and third-class. This township is better adapted for ranching than for farming. A few good tracts occur throughout the township. The surface is rolling prairie, broken up by Red Deer river, which runs through the northwesterly portion of the township, also by a deep coulée, which runs across the middle of the township to the river. No timber of any account was found in the township. Small poplar and balm of Gilead are found along the river banks. Considerable upland hay occurs throughout the township. The only good water is found in Red Deer river, and in the coulée running through the middle of the township. There are no water-powers, falls nor rapids in the district. Fuel is scarce. No coal deposits, stone quarries nor minerals were found in the township. Antelope were the only game seen.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 21.

Township 35.—The westerly half of this township is reached by a good trail from Red Deer, a station on the Calgary and Edmonton railway. The easterly half is reached by a good trail from Red Deer or Lacombe, which runs easterly to the junction of Tail creek with Red Deer river, thence southerly. The soil is a black sandy loam, and ranks second-class; it is suitable for agriculture and mixed farming. The surface is rolling prairie, broken by the valley of Red Deer river which nearly divides the township in halves, flowing from section 32 to sections 2 and 3, in a valley from four hundred to five hundred feet deep. The portion east of the river valley is rough and hilly with numerous ponds, sloughs and bluffs of small poplar timber. A considerable quantity of spruce ten inches to twelve inches in diameter, balm of Gilead eight inches to ten inches and poplar four inches to eight inches, is found along the river banks and in the coulées running to the river. A moderate quantity of upland hay is found through the township. Abundance of good water is found in Red Deer river, and in the numerous ponds through the township. There are no water-powers, falls or rapids. Coal is obtained in small quantities in some of the ravines running to the Red Deer. Wood is found among the dead timber along the banks of the river. There are no stone quarries nor minerals.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 32.—This township can be reached by the Kneehill trail running easterly from Olds, a station on the Calgary and Edmonton railway. The soil is principally a clay loam and ranks second-class. It is suited for agricultural purposes. The surface is a heavy rolling prairie, with deep ravines in the eastern portion of the township running to the Red Deer. There is no timber in the township, save small patches of small spruce and poplar in the deep ravines running to the Red Deer. Considerable upland hay is found through the township, also around sloughs in sections 25, 26, 35 and 36. Ghostpine creek runs through the southwesterly portion of the township in sections 5, 6, 7, 18 and 19, and contains good water excepting in very dry seasons. A few sloughs in sections 25, 26, 35 and 36 contain water for cattle and horses. There are no water-powers, falls or rapids. There is no fuel in the township but coal is plentiful on the Ghostpine, in township 31, range 22. There are no stone quarries nor minerals. Antelope was the only game seen in the township.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 33.—This township is reached by a good trail running easterly from Olds, a station on the Calgary and Edmonton railway. The soil is clay and clay loam, and ranks as second-class. A large portion of the township west of Red Deer river is suitable for mixed farming. That portion east of the river is gravelly soil and ranks as third-class. The surface is mostly rolling prairie. That part of the township through which the Red Deer flows is badly cut up with large ravines and steeply cut banks. The river valley was found by the aneroid barometer to be six hundred feet in depth. The trail crosses the river at a good ford in section 14. A considerable quantity of timber consisting of poplar, willow and small spruce was found along the river banks. Only a moderate amount of upland hay is to be found. Good fresh water is found in the Red Deer, but it is difficult to obtain on account of the steeply cut banks. The only other water is in the small streams in the ravines. Very few good sloughs are found in the township. The only fuel is the timber along the Red Deer and in the deep coulées. Coal can be had in township 31, range 22 south. No water-powers, falls nor rapids and no stone quarries nor economic minerals were discovered.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 34.—This township is reached by a good, travelled trail running southeasterly from Red Deer, a station on the Calgary and Edmonton railway. The soil is a sandy loam clay, and the whole township ranks as second-class land and is good for agricultural purposes. The surface is heavy rolling prairie, with poplar bluffs having a gentle slope towards the southeast. There is no timber of any account, save the small quantities of poplar and spruce in the coulées, and along the river banks. The only hay is upland hay found in moderate quantities throughout the township. Good water is found in Red Deer river, and in the small streams running through the coulées to the Red Deer. The northerly half of the township has numerous small sloughs affording water for cattle. There are no water powers, falls or rapids. Coal is found on the banks of the Red Deer. There are no stone quarries nor minerals. No game of any kind was seen in this township.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 58.—This township is reached in summer by the Athabaska Landing trail from Edmonton to the crossing of Redwater river, thence by a wagon trail going southeasterly along the north side of the river; and in winter, by a sleigh road from Sturgeon river bridge or Astleyville post office, across Lostpoint lake and a chain of swamps to the southwest corner of said township. Athabaska Landing trail is in fair condition, but the trail from the crossing of Redwater river is only a bush road. The soil in the western portion of the township is sand and most of it unfit for agricultural purposes. The eastern portion is sandy loam and suitable for mixed farming. The surface is rolling and covered with timber with the exception of some willow swamps, sloughs and muskegs. The west half of the township is mostly timbered with jackpine from six to eight inches in diameter with some spruce and tamarack along the river and edges of swamps, from eight to ten inches in diameter. There is considerable windfall along the south side of the river with willow and poplar brush. The southeast quarter of the township is rolling and covered to a great extent with willow brush and small poplar with scattered bluffs of larger poplar from six to eight inches in diameter and windfall. The northwest quarter of the township is undulating with some large muskegs or open swamps. There is green poplar from eight to ten inches in diameter, and spruce and tamarack six to eight inches in diameter around the swamps, as well as considerable windfall. There are small hay sloughs scattered all over the township, the grass being of good quality. Along Redwater river flats there is a heavy growth of coarse grass. The water is strongly alkaline, and the supply is not sufficient or permanent; the streams were all dry, or frozen to the bottom at the time of survey. The only land liable to be flooded is Redwater river flats, from fifteen to twenty chains wide. No water-powers occur. The climate is generally fine, being very dry last summer, with light frosts. Wood for fuel is available in any part of the township. A seam of coal about sixteen inches in depth and from five to ten feet under the surface was found on the north bank of the creek on sections 14 and 15. No stone quarries were seen. No minerals of economic value were found. Game consists of moose, small, deer partridges and rabbits.—*Hugh McGrandle, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 59.—This township is reached by the Athabaska Landing trail from Edmonton to the crossing of Redwater river, thence east across country. I did not see any travelled trail from the Landing trail to this township. Athabaska Landing trail is well travelled and in fair condition. The soil in the northeasterly half is a sandy loam with clay subsoil in places, suitable for mixed farming. The southwesterly half is mostly swamps and sloughs with ridges of poplar and jackpine and is only fit for hay lands. The surface is mostly level or undulating, and covered with timber and willow brush; in the northeasterly half of the township it is mostly poplar from four to eight inches in diameter, with some scattered spruce and tamarack and considerable windfall. The southwesterly half is timbered mostly with dead tamarack from four to eight inches in diameter, with poplar ridges and some green spruce, also jackpine from six to eight inches in diameter. There are a few spruce scattered all over the township from fifteen to twenty inches in diameter; also small hay sloughs or old beaver meadows, the grass being of good quality. Along the creek shown on sections 31, 32, 29, 20, 21, 17, 8, 5 and 4 there is a heavy growth of coarse grass. The soil in this half of the township is third and fourth-class. The water is strongly alkaline, and the supply not sufficient or permanent; the creeks and ponds were all dry at the time of survey, excepting the lake shown on section 7. Sections, 7, 8, 5, 4 and the northeast quarter of section 6 are liable to be flooded in wet seasons, but to no great

depth. There are no water-powers. The climate is good, being dry last summer, with light summer frosts. There is plenty of wood for fuel in any part of the township. No coal or lignite veins were found. No stone quarries occur. No minerals of economic value were seen. Game, consists of, moose, small deer, partridges and rabbits.—*Hugh McGrandle, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 22.

Township 66.—The interior of the township is very rough and broken, being cut by the Athabaska river, Tawatinaw river, Muskeg creek and other small creeks. The whole of the township, with the exception of the muskegs, is covered with a heavy growth of poplar, willow and alder scrub, with scattered bluffs of poplar and odd poplar trees six to ten inches in diameter. The muskegs generally have a heavy growth of spruce and tamarac from six to eight inches in diameter. Two large lakes or sheets of water were found, one on the east side of sections 13 and 24 and one in sections 26 and 27. Both these bodies of water are surrounded with low marshy ground, have no permanent shores, and hence, were not traversed. A great quantity of hay is found around the lake in sections 26 and 27, but on account of the soft bottom very little can be cut in wet seasons. Athabaska river enters the township on the west side of section 30, cuts sections 30, 19, 20, 21, 28 and 33 and leaves the township in the northeast quarter of section 34. It is a very large stream twenty to thirty chains wide with strong current, sharp cut banks twenty to thirty feet high, with rough broken slopes from banks to uplands reaching a height of three hundred to three hundred and fifty feet above the river. The Hudson's Bay Company's reserve contains parts of sections 16, 17, 20 and 21, and river lots occupy parts of sections 17, 20, 21, 22, 27, 28, 33 and 34. The village of Athabaska Landing is situated on the Hudson's Bay Company's reserve. The main trail from Edmonton to the landing runs through sections 5, 8 and 17. Two pack trails from the landing lead to Baptiste lake, in the north part of township 66, range 24; one along the river, in section 19, and one through the north half of section 18. A pack trail from the landing to Lake LaBiche runs through the southeast quarter of the township. The two tiers of sections on the east side of the township are fairly level. Soil is light, classes three and four; only small patches throughout the township fit for cultivation. Water-power could be developed on Muskeg creek and on Tawatinaw river. The valley of Muskeg creek is such that a small power could be developed by a very moderate expenditure, and could be increased to two hundred or three hundred horse-power by a large expenditure, in building a dam. Tawatinaw river is not capable of being developed into more than a small power, not over fifty horse-power, without an expenditure far exceeding its worth. There are some boulders along Muskeg creek, Tawatinaw and Athabaska rivers. No stone quarries nor minerals of any kind. Game, nothing more than prairie chickens, rabbits and coyotes, which are not very plentiful. *Wm. R. Reilly, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 23.

Township 32.—This township can be readily reached by the Kneehill trail, running easterly from Olds, a station on the Calgary and Edmonton railway. The soil is mostly a black sandy loam and is good for agricultural purposes. The surface in the south portion is heavy rolling prairie ; that in the north half is a hilly prairie. A plateau occupies parts of sections 21, 22, 23, 26, 27 and 28 and is good pasture land. There is no timber whatever in the township. Hay is not very plentiful. Ghostpine creek crosses the northeasterly portion of the township through sections 24, 25 and 36. It is about thirty links wide, and from two to three feet deep with a sluggish current.

In dry seasons very little water is found in the creek. The water is fresh. A small stream runs easterly through the township, and empties into the Ghostpine. There are no water-powers, falls or rapids. There is no fuel in the township; coal is found in abundance in the townships lying to the south. There are no stone quarries nor minerals. Very little game was seen in this township. The south portion of the Three hills is situated in section 18.—*Joseph A. Carbert, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 23.

Township 58.—This township is easily reached by the Athabaska trail which passes along its west boundary and is in excellent condition, being the route used by freighters passing from Edmonton to Athabaska Landing. The two western tiers of sections extending from the north to south boundaries of the township are fairly clear and level but covered largely by small willows. This area has a sandy loam soil with clay as subsoil and is adapted for farming of any description. The remaining portion of the township is rough and broken by hills and swamps and is only suitable for pasture. The area first described is already well settled, principally by Galicians. No regular area of timber is to be found, but here and there patches averaging from 6 inches to 18 inches in diameter were seen, the largest area being along the south margin of a lake in the north part of the township. All the timber to be found would be required by the settlers to be manufactured into lumber or at present as the most convenient fuel. Hay is plentiful in this township being cut from the numerous sloughs which are found largely in the east part. The water on the whole is fresh and free from alkali coming from permanent springs. The only stream of any importance is Redwater river, flowing through the northeast corner of the township. This stream is very crooked and sluggish and is not suitable for power purposes. There are no minerals of economic value nor has coal been discovered, although it is probable that it will be found along Redwater river. Game is very plentiful, principally moose, deer, chicken and duck.—*A. E. Farncomb, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 23.

Township 59.—This township is easily reached by means of the trail to Athabaska Landing which crosses the western part near the boundary. This trail is in good condition, having bridges and culverts across all streams and creeks. The soil generally is a sandy loam with a clay subsoil suitable for mixed farming, although some parts have sand or gravel—only suitable for grazing. These conditions were found along the hills and ridges. The township generally might be called scrubby, although patches of fair timber, tamarack, spruce and jackpine, are found here and there but too scattered to form an estimate of quantity, but I would think that there is sufficient for the needs of the settlers. There are a large number of hay sloughs scattered through the township, but they would require to be drained before any large quantity of hay could be cut. The water generally is free from alkali and fed from permanent springs. The only stream of any importance being Redwater river, flowing through the southern portion of the township, its depth is two feet six inches, average width, thirty feet, current, about two miles an hour, with a flow of about eight thousand feet per minute. This river is confined by high banks so that no serious floods occur. There are no rapids, falls or available sites for water-power. Wood is the most available fuel at present although coal will no doubt be found along the banks of Redwater river. Game is very plentiful, chiefly moose, deer, duck and chicken.—*A. E. Farncomb, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 27.

Township 59.—One of the routes for reaching this township is by the Athabaska Landing trail to about township 59, range 24, and then west to range 26. The soil is generally a coat of black loam 5 to 10 inches thick over clay subsoil specially adapted for farming. The surface is fairly level, slightly rolling in some places, covered with willows and small poplars, a few of the latter reaching 6 to 8 inches diameter. There is a fringe of fine spruce along the stream running through sections 26 and 35 and a few good spruce in the swamp or line of swamps running across sections 25, 26 and 27. Pea-vine is found all over the township, which in fact, is one of the best grazing grounds which I have seen. There are a few hay marshes, but of little extent, except around a small lake on section 27, but pea-vine and upland hay is plentiful. The water is good wherever met with, but it is scarce. However, wells have been dug by a few of the settlers and these give a bountiful supply of good water. The only important stream is the one running north on sections 26 and 35. It measures about 40 feet from bank to bank, with about 20 feet across the water, which averages 1 to 3 feet deep. The current is rather slow. Cleared of the fallen timber which lies across this stream logs could easily be driven down to the Pembina. Pike are numerous in this stream. There are no water-powers. The climate is the same as in Edmonton. The only fuel now available is wood, of which there is not a great quantity fit for the purpose. There are no stone quarries nor minerals of any kind that I know of. I saw no game in this township.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 27.

Township 60.—There are three or four roads leading to this township. The mail route is along the trail to Athabaska Landing to about township 59, range 24, then west to Edison, in range 26, and thence along the south outline of the township to range 27. The most travelled road is from Morinville northwest to Edison, which is situated on section 2, township 60, range 26. The soil is generally a coat of black loam five to ten inches deep over a clay subsoil, excellent for farming. The north and northwestern part is rather swampy and not all the area of the sections is fit for farming. The surface is fairly level or slightly rolling. It is covered by willows and small poplars with clumps of the latter varying from eight to ten inches in diameter. There are a few good spruce along the creek entering into the township on section 2, but the swamps contain only small spruce. Very little merchantable timber is to be found anywhere in the country. The water is good wherever found but is scarce. Pike are found in some of the streams. There are no water-powers. The climate is the same as in Edmonton. The only fuel now available is wood which is not plentiful nor of the best kind, although sufficient to supply the wants of the people for a few years to come. No stone fit for building purposes nor minerals of any kind were noticed.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 28.

Township 35.—In this township the town of Innisfail is situated in the northwest quarter. The surface is slightly rolling and had a good sandy loam soil. All the land is taken and about seventy per cent is under cultivation. A good graded road is around every two sections, and there are four schools that have a large attendance of children.—*G. J. Lonergan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 28.

Township 37 and 38.—These townships are slightly rolling and have a good black loam and a sandy loam soil, and being so near the town all land is taken up. At Greenlaw, the Indian industrial school is built on section 12, township 38, where some two hundred Indian children are given a liberal education and taught scientific farming. The townships are well watered by Red Deer river and Cygnet lake, with numerous creeks. The settlers have good soft water wells at a depth of from twelve to twenty feet.—*G. J. Lonergan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FOURTH MERIDIAN.

Range 29.

Township 13.—A well travelled government road leads from Macleod to Lyndon post office which is within one mile of the south boundary of the township. A road from the township of Claresholm leads into the north end of the township by way of Willow creek. The soil is generally second-class. The high ridges are composed of either stony or gravelly clay; any top soil of loam, where it exists, is very shallow. In the extensive valleys lying between the ridges, the soil is a rich black loam ,but seldom exceeds six inches in depth; the subsoil is a stony clay. This township is particularly adapted for ranching purposes, as the grass is luxuriant and shelter for animals is afforded by valleys and deep ravines. The larger valleys are also well adapted for agricultural purposes. The surface is diversified by hills, valleys and ravines. The country is generally open, with clumps of willow bush on the northern slopes only of hills or valleys; these clumps are not general. The height of land between Lyndon creek on the south and Willow creek on the north is a well defined ridge of the Porcupine hills. The slope towards the south is short and steep, while the northern slope is long and generally gradual. Both north and south slopes are cut up by deep and extensive valleys. These valleys are well adapted to mixed farming. No timber of commercial value occurs, but timber suitable for fuel occurs on section six. Hay is cut wherever the surface of the land permits of a machine being employed. The haying season lasts from July to November and generally into December. Small permanent streams of water follow every ravine and valley and springs are abundant. Willow creek on the north and Lyndon creek on the south are permanent streams. Lyndon creek is not subject to bad floods; Willow creek, while subject to abnormal floods, is well confined between high banks. All water within the township is sweet. Willow creek furnishes opportunities for the development of water-powers, by the construction of dams. Each such scheme would require special study to overcome engineering difficulties. The climate is similar to that obtaining in southern Alberta generally. The temperature is perhaps a few degrees lower than in the prairie country, during the summer months, but the winter temperature is apparently the same. Frosts occur on the high ridges during the summer occasionally, but I have had no personal experience of summer frosts in the valleys. Fuel can only be obtained on section six, where poplar from four to ten inches in diameter, and some green and dry spruce and fir occurs. Many outcrops of sandstone occur, but until opened up, it is difficult to judge as to suitability for building purposes. No minerals were observed. Game of all kinds has disappeared; small rainbow trout can still be caught in Lyndon creek.—*A. W. Ponton, D.L.S., 1904.*

TOWNSHIP WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 13.—The shortest route into this township is from Stavely on the Calgary and Edmonton railway to the New Oxley ranch and then following the valley

of Willow creek to the northeast corner. The road is very hilly and the creek must be forded very frequently. The soil found in the extensive valleys, heading in the hills and leading north to Willow creek, is generally a deep black loam with stony clay subsoil. The ridges between the valleys are composed of glacial drift, which, although unsuited for agricultural purposes, furnishes rich grazing for cattle. The northern portion of the township is generally open, but patches of small poplar and willow occur in sheltered positions. The southern portion of the township is generally wooded with poplar, spruce, fir and jackpine, the latter, however, predominates. Some areas of timber of commercial value occur in the southwestern and unsubdivided portion of the township, but the nature of the country makes it very unapproachable. Spring creeks flow in the bottoms of all valleys, and the supply of water appears permanent. The only stream of considerable volume within the township is Willow creek, average width fifty feet, average depth three feet, average current three miles per hour. Flooding is of no consequence as the banks are high and well defined. Waterpowers are available at many points, owing to the rapid fall of the stream. Each in itself calls for special consideration by a duly qualified engineer. The climate is similar to that which prevails in southern Alberta generally, but the high altitude increases chance of summer frosts, but for myself I have never experienced it. Fuel is plentiful as dry wood abounds in all directions in the south half of the township. No rock, in situ, was observed, but outcrops of sandstone occur in the southwest and unsubdivided portion. No trace of minerals was observed, although coal has been discovered elsewhere in the Porcupine hills country. Game is practically extinct, with the exception of a few partridge and trout. I am of opinion that the north half of this township is well suited for settlement, while the south half is only valuable as a timber reserve.—*A. W. Ponton, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 39.—This township is twelve miles west of the town of Blackfalds. The surface is rolling and the soil is good sandy loam, and almost every quarter section is taken. Snake lake in the southwest part has good water and is well stocked with whitefish and pike. It is patronized by the citizens of Red Deer as a summer resort and there are a few pretty cottages built along its banks.—*G. J. Lonergan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 58.—The most practicable route for reaching this township is by following the fifth meridian which is used not only by pack trains but is now cut out and used by wagons although in rather a rough state. A trail opened some years ago diagonally across the township from the southeast corner was re-opened by me last winter. The soil is very good although the surface on the whole is too rolling, but should be well adapted for mixed farming. The whole country in this vicinity was once heavily timbered, but has recently been burned and a new growth of scrub makes it almost impassable. There is no other timber of any value left but bluffs here and there will probably be sufficient for the settlers. Springs or running waters are very rare, but those found are free from alkali; all the creeks at time of survey were frozen to the bottom. The climate is good, being similar to that in northern Alberta. The only available fuel at present is wood which is found in large quantities in the dry state. There do not appear to be any stone, coal or minerals of economic value in this township. Game is not very plentiful owing to the severe fires, but deer are found in large numbers in the immediate vicinity as well as a few moose. There were no settlers located in this township although a number of parties were looking it over at the time of survey.—*A. E. Farncomb, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 59.—This township is now reached in three directions, from the east, by the road from Edison, following the chord between townships 59 and 60, from the southeast by a trail coming from Saunderson's mill where the trail from Morinville and Independence meet, and from the south by a road opened by settlers through township 58. Pembina river, a large stream three to five chains wide, cuts it on sections 31 and 32. This river which flows into the Athabaska is from two to four feet deep at low water and from ten to fifteen feet deep at high water during the spring floods. The soil is a rich black loam in most places, but sandy loam is met with in some parts. It is eminently suitable for farming. The surface is rolling, almost hilly, towards the south part, with no prairie or very small spots of it, and is covered with a new growth of small poplar and willows, easily cleared. On sections 36, 17, 16, 9 and 10 there is heavy bush. As just stated the township is covered mostly with small poplar and brush, but there is a large island of heavy spruce on sections 9, 10, 16 and 17, with fine spruce measuring as much as thirty inches in diameter and sound. There is also a certain amount of spruce on section 36 in the northwest corner. The sections or quarter sections containing this spruce would make a good timber reserve for the use of the settlers. There are not many hay sloughs in this township and only one lake of any consequence. The water is good but not plentiful. Wells, if dug, would no doubt supply all the water wanted. Outside of the Pembina there are only small streams, and as a consequence no water-powers. No signs of coal nor any other minerals were noticed, nor do any stone quarries exist. The climate is the same as in Edmonton and there were no summer frosts during the summer. Chickens, a few partridges, rabbits, and once in a while a deer or a moose were the only game seen. Pike of good size were fished from the river.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 60.—This township can be reached by going through River Qui-Barre around by Independence and then north to the chord between townships 59 and 60. Most of the settlers, however, travel by Morinville and some follow the Athabaska trail farther than Morinville turning west somewhere on township 59. The main feature of this township is Pembina river, which crosses it nearly diagonally. It is a stream flowing northeast, three to five chains wide, and two to four feet deep at low water. In July and August, it was from four to ten feet deep. The bottom is soft in most places. Another feature are the lakes, most of which appear to have been at one time the bed of the Pembina itself. The soil is a fair coat of black loam over a clay subsoil, and the fact that quite a number of the sections are occupied shows that farming is going to be the main industry of the country. The surface is fairly level, gently rolling in some places, and covered with small poplar and willow brush, but good spruce is found along the Pembina, especially on the southwest quarter of section 6, and on sections 9 and 8, between the lake and the river. The banks of the river are nearly all through covered with a thick growth of large cottonwood from twelve to thirty inches and even more in diameter. On the west side of the river there is a large swamp or rather succession of swamps, growing scrubby spruce of little value and which leaves very little good farming ground in sections 17, 18, 19, 20, 21, 27 and especially on sections 28, 29, 32, 33 and 34 which are thereby rendered very undesirable for settlement. This ground might be reserved either as timber land, for the use of settlers or for the conservation of the water supply. Besides this large swamp, there are smaller ones all over the township, where a few spruce grow, but they do not affect to any extent the value of the land for farming purposes. Water in dry years will

not be plentiful, but wells giving a good supply, have been dug by settlers. Water-powers might be developed along the Pembina, but there are few rapids of any consequence. There were no summer frosts, during the season of survey, and the winter was mild with little snow. March was the coldest month of the year. The only fuel is wood, and for a few years to come it can be procured in the dry spruce swamps which exist in the township; however, it will not be many years before the supply will be exhausted. No evidence of coal, nor of stones of any value, nor of the existence of any other minerals was seen. Game is not plentiful, chicken, a few partridge, rabbit and occasionally a deer, supply all the game. Pickerel and pike are plentiful in the Pembina.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 73.—In this township the line runs through a gently rolling country, covered with a thick growth of poplar and spruce, and here and there a few jackpine and willow. In section 1 the poplar has attained a diameter of eighteen inches, but the timber is smaller; a number of muskegs covered with small spruce are met with. Leaving Peter lake in section 1 the line crosses Moose lake in section 12 and Howard lake in section 25; the water in all is good, though the banks or shores are low and marshy, except parts of the shores of Moose lake which are stony. Moose river flows westerly out of the west end of Moose lake and empties into Lesser Slave river. Moose lake is long and narrow, about fifteen miles long, three miles of it being west of the line, and containing trout and whitefish in abundance. The soil is mostly a clay subsoil with black loam varying in depth from one inch to eighteen inches.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 74.—The line continues through gently rolling country covered with poplar and spruce, which in places reach a diameter of twelve inches. A few birch and willow are also met with; forest fires had burned across the line in section 24 a short time before the line was run, killing most of the timber. A small creek of good water crosses the line twice in section 12, flowing from the north across sections 24 and 13. The soil is generally black loam on sandy subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 75.—The country as seen from the line is gently rolling with a general ascent towards the north in section 25, and from there, a gradual descent to the north. Section 1 is largely a spruce muskeg lately burnt over; north of this the timber is poplar, spruce and a few jackpine, ranging in size from four inches to fourteen inches, as far as the height of land where the timber grows smaller and more scattered, with a thick growth of alder and willow, and in section 36, thick spruce, and poplar and spruce muskeg, with a number of small streams of good water flowing in a westerly course, but most of these would probably be dry later in the season. The soil is generally black loam on clay and sandy subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 1.

Township 76 (north boundary).—Across this range the north boundary line runs over high rolling country covered with poplar, spruce and birch from three inches to

ten inches in diameter, with thick alder brush in places. The land has a general descent towards the northwest. A wide valley can be seen to the north of the line some miles away, into which a number of streams of good water flow across the line ; three especially, one in section 36 and two in section 33 appear to be permanent. The soil generally is black loam from two inches to ten inches on clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

Township 76 (east boundary).—For the first four miles the east boundary line passes chiefly through spruce muskeg with an occasional ridge of small poplar. Section 1 and 12 had recently been over-run by fire. The land in this four miles, descends towards the north and a number of small creeks cross the line flowing northeasterly. Sections 25 and 36 are hilly and broken and are covered with poplar, spruce, some birch and alder. A number of small creeks flow westerly in section 36. The soil is generally a black loam from two inches to ten inches in depth on a clay and sand subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 2.

Township 13 (northeast part).—This township may be reached by a fair trail from Nanton, on the Calgary and Edmonton railway, distant about thirty-five miles. The soil in the bottom lands consists of a rich black loam, which, if climatic conditions would permit, should produce good crops. The surface, undulating and hilly, is partly prairie, more or less scrubby and partly timbered, the latter particularly in the hills. Some good fir is found in the hills on section 25 reaching twenty-four inches in diameter. There are no hay marshes, but there is a luxuriant growth of grass found on nearly all the uplands. The supply of water in the creeks appears to be unlimited, besides some springs on the hill sides. It is very fair and but little impregnated with alkali. No water-powers are available. With regard to the climate, reports are contradictory, as usual; ranchers maintaining that crops cannot be grown here, owing to the frequently recurring summer frosts; whereas the settlers, of whom there are quite a number, maintain that fall wheat and other crops can be raised here. For fuel there is yet a good supply of wood in the hills, such as poplar and other fire-killed timber. Coal too is found at no very great distance. There are no quarries, being operated, nor were minerals of any economic value observed. Game, such as deer, which at one time was plentiful, is being rapidly exterminated by the 'Stony Indians, who are in the habit of hunting to the west of this township and in the foothills in the early winter—and some of whom—a part of a large band—called at my camp, to dispose of some of the deer they had killed in the vicinity.—*C. F. Miles, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 2.

Township 15.—This township is situated about twenty miles westerly from Nanton, a station on the Macleod extension of the Calgary and Edmonton railway, and may be reached by a fairly good wagon road. The soil consists principally of a black loam underlaid by a clay subsoil, frequently somewhat stony. It will raise any crops that the climate may permit. The surface is very hilly more particularly in the easterly half and mostly covered with a dense growth of willow, sometimes scrubby, sometimes of large dimensions, and second growth poplar. There are some areas of prairie in the northerly and westerly portions of the township more or less scrubby. There is some poplar in the southeast quarter of this township adapted for fuel or fencing. Any timber required for building purposes has to be brought from the foothills or mountains to the west. There are some hay meadows situated on sections 16 and 21,

but most of the hay used is cut on the uplands. It is well watered by spring creeks, containing good water, being the source of Stimson and Mosquito crecks, both of which, although not exceeding ten links in width, may be called permanent. Water-powers do not exist. With regard to the climate, I believe summer frosts prevail, and I doubt if crops could be raised here successfully and continuously. For fuel there is a supply of poplar and willow, which, if exhausted, would have to be replaced by coal or wood from the foothills or the mountains. There are no stone quarries in operation, although exposures of rock sandstone are frequently met with on the tops of the ridges. Minerals of economic value were observed. Not much game was seen, only an occasional deer or covey of chickens, the former are being rapidly exterminated by the roving bands of Stony Indians, who spend the early winter in this vicinity. In conclusion I may state that in my opinion this township is better adapted for cattle raising than for the tilling of the land.—*C. F. Miles, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 2.

Township 46.—This township is traversed in a northwesterly direction by Battle lake and river. The former is three-quarters of a mile wide and five miles long. It is well stocked with whitefish, pike and perch. The banks of the river and lake are one hundred feet in height. The greater part of the land is rolling and covered with windfalls, scattered spruce and poplar. The soil is clay and clay loam and if cleared would be a good farming district.—*G. J. Lonergan, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 2.

Township 59.—The west part of the township is reached from Edmonton, partly by the Dawson trail and partly by a trail which in winter leaves the Dawson trail somewhere in township 58, range 3. In summer the trail mostly used to reach the western part, that is the part west of the Pembina, branches about a quarter of a mile from the north side of Paddle river. The eastern part, that is the part on the east side of Pembina river is reached by the settlers' trail, coming from the west and the southwest; the first running west from Edison and the other running northwest from Saunderson's mill on township 59, range 26. Pembina river, which meanders diagonally through the township, is the main topographical feature. It is a large stream four to five chains wide, about three feet deep in low water and from ten to fifteen at high water. The Paddle is about one chain wide and falls into the Pembina on section 16 after crossing sections 17 and 18 of the township. The soil is in general a coat of black loam six to twelve inches thick over clay subsoil. It is eminently suitable for farming. The surface is rolling and is covered with brush and poplar of good size in most places. The best timber stands along the river, where a good quantity of fine spruce is found together with large cottonwoods. There is all over the township, a good quantity of fair sized poplar and spruce, the latter mostly met in small swamps, although some grow on dry land. There is sufficient wood to answer the wants of settlers for a few years to come and if properly preserved and cared for, there is on every section enough of wood to provide all that is required for the wants of a farm. There are a few hay sloughs on the west side of the river, especially on section 7 where there is a large hay meadow. Water is good all over the township, but settlers away from the Pembina or the Paddle will have to depend mostly on wells for their supply. There are no water-powers though some might be developed along the Pembina or the Paddle by constructing dams. The climate is the same as in Edmonton. There were only about five or six inches of snow during the winter of 1905, and the weather was mild, except in March, when some very cold days occurred. Wood is the only fuel available. No marks of coal nor of any other minerals, nor any kinds of stones fit

for building purposes were seen. Plenty of rabbits and lynx, a few partridge, mink and once in a while a deer or a moose are the only game. Of course coyotes abound and marks of bears were also seen.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 2.

Township 76.—In this range the line passes over a very gently undulating country which has a slight general descent towards the north. Three large spruce muskegs occur in sections 36, 35 and 34. The remainder of the township is covered with poplar, spruce and birch from four inches to fourteen inches in diameter, the poplar largely predominating, and thick alder and willow brush in places. A number of small streams of water flow northerly across the line which are probably dry later in the season. The soil is black loam from four inches to twelve inches on clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 3.

Township 6 and 7.—These parts are not adapted for agricultural purposes, being hilly and mountainous. They are situated within three miles of a railway, the Crow's Nest branch of the Canadian Pacific railway. Most of the timber has been fire-killed. Seams of bituminous coal have been discovered in various parts of these townships and several mines are in active operation. Other seams, it is anticipated will or may be found yet.—*C. F. Miles, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 3.

Township 53.—The route for reaching this township is by the trail leading from Edmonton passing Sprucegrove, Stony plain and Mewassin, thence following the Lake St. Ann trail, which crosses the township in its southwest quarter. This trail is in good condition from its starting point to Mewassin and from here on although not graded it can be called a fairly good trail. The soil is a light sandy clay throughout and excepting the northwest quarter of the township where extensive swamps, muskegs and low lands prevail is well adapted for farming purposes. The surface for the most part is of an undulating nature. Nearly all this township has been overrun by fire, therefore its surface is covered with a second growth of small poplar and scrub. Whatever parts were spared by the devastating element are covered with poplar of eight inches in diameter and only suitable for settlers' purposes. No hay marshes of any extent are to be found in this township. In this locality water is free from alkali. Notwithstanding the excessive drought of the present season the numerous small creeks were giving a good supply of water. Owing to the absence of streams of any accountable flow no water-powers can be developed in this township. The climatic conditions are those generally prevailing in northern Alberta. Enough fire-killed timber is to be found throughout the township for fuel purposes. No coal, stone quarries nor minerals of economic value are to be found in this township. Duck and geese are plentiful in the few lakes of the locality. No traces of fur-bearing animals were noticed in this township, probably owing to the fact that it was overrun by fire—*Louis E. Fontaine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 3.

Township 59.—The Dawson wagon trail, from Edmonton to the Athabaska, enters this township on section 3 and going mostly true north for five miles it crosses the

eastern boundary of section 33, then running northwest it leaves the township in the northwestern part of the section. The main feature of the locality is Paddle river, which runs nearly east across sections 18, 17, 20, 16, 15, 14 and 13, and empties into the Pembina, in township 59, range 2. It is a stream measuring from one to two chains wide, from two to four feet deep at low water, and from six to ten feet at high water. The Pembina crosses the township on section 1. The soil is generally a good coat of black loam over a clay subsoil and is well suited for farming purposes. The surface is rolling and almost completely covered with small poplar and brush with islands of larger poplar. In every section there are small swamps growing spruce, but the most of it was killed by fire last year, so that it will decay if not cut before long. In sections 12, 10, 6, 17 and 21 there is a quantity of spruce good for building purposes. These sections or parts of sections could be reserved for the wants of settlers or for the preservation of the water supply. Close to the road, especially north of the Paddle, is found the heaviest bush in the township and this mostly in sections 16, 21 and 28. It keeps settlers from going into the western part where the timber is light and the country better fitted for farming. The part east of the road is also a good country for settlement. Small patches of prairie are found in sections 22, 23 and 24. There are a few hay sloughs towards the southern part but they are not very large. The water is good where found, but away from Pembina and Paddle rivers the settlers would have to depend on wells for their supply. There are no water-powers, but some might be developed along the Paddle. The climate is the same as in Edmonton. Wood is the only fuel available, and if properly preserved would furnish a sufficient supply in the township for years to come. No stone quarries nor minerals were discovered. Mink, lynx, rabbit, a few partridge, and occasional deer or moose were the only game seen. Pike of considerable size were caught in Paddle river.—*Geo. P. Roy, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 3.

Township 76.—Similar to range 2. A small lake is seen to the north in section 4, township 77.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 4.

Township 44.—The best route for reaching this township is westerly from Lacombe following the road allowances and road diversions. They are in good condition during the whole of the year with the exception of the spring of the year when they are practically impassable. The soil consists of black loam, black muck and clay, and might be adapted for agriculture after the country is opened and improved, there being a great many muskegs. The surface is entirely covered with small timber, second growth timber, willow scrub and windfall. The timber is not large enough for building purposes. There are no hay lands. There is a good supply of water in the numerous small streams, and no difficulty would be experienced in obtaining good water by digging. There are no lands liable to be flooded and there are no streams of sufficient size to develop water-powers. The climate is generally clear. However, there is always sufficient rainfall to mature crops. The summers are hot with temperatures from 70 to 90 degrees. There are frosts every month in the year. There is plenty of wood for fuel. There are no stone quarries nor material of any kind. The game consists of moose, caribou, deer, bear, rabbit, otter, mink, marten, porcupine, wolf, coyote, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 4.

Township 48.—From Edmonton I went to Mewassin, in township 52, range 3, west of the fifth meridian, thence following settlers' roads through townships 51 and 50, range 3, and township 50, range 4, I reached this township. The soil consists, for the greater part of the township, of a layer a few inches thick of black loam, with a sandy clay or clay subsoil. Nearly one-half of the quarter sections are classified as No. 2. The land is fairly suitable for farming. The township is pretty well timbered throughout. The greater part has been swept by fire, and there is to be seen, in the burnt places, besides dry timber and an occasional windfall, only small poplar and willows. There are a few bunches of log spruce in the east boundaries of sections 31, 18, 20, 17 and 5, and in the north boundaries of sections 9, 11, 22 and 23. There are but few places where hay can be cut, and nowhere in great quantity. It is prairie hay and is found in sections 19, 20, 7, 8, 15 and 10, in small open spots, amongst burnt stumps. The principal and practically the only stream worth mentioning is Poplar river. Its average width is ninety links, and its depth two to three feet. The current is swift and the water is good. If it were cleared from the trees lying across, it could be used for driving logs at high water. Poplar river has no falls and therefore it could not easily be used as a water-power. We had cold days early in February. The thermometer registered 44 degrees and 50 degrees below. It must be about the same climate as Edmonton. Dry wood is plentiful. There is no coal known in the township. There are no stone quarries. No minerals were observed. Fresh tracks of deer were seen several times; partridge also were seen. There are no settlers in the township.—*Raoul Rinfret, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 4.

Township 49.—From Edmonton I went to Mewassin in township 52, range 3, west of the fifth meridian, thence, following settlers' roads, through townships 51 and 50, range 3 and township 50, range 4, I reached this township. The soil consists of a layer of black loam a few inches thick, with a sandy clay subsoil and is good farming land. Nearly one-half of the homesteads belong to class 1. Fire has raged nearly all over the township, and in the places burnt, only small poplar and willow are seen amongst the dry trees and the windfalls. There are spots where the spruce is big enough for ten-inch logs. The greater part of section 34 and the western part of 35 are covered with nice spruce. There are a few small bunches of spruce in the township, but they are of no importance. In a few spots pretty big poplar is found, but not in large quantities, mixed with birch and spruce; such as along the east boundary of 36, range 5, and of 32, 33, 8, 5, 35, 23 and 14, range 4. The rest of the township may be considered as covered with small poplar and willows and dry timber. Hay can be cut on the southern part of section 34 and along the north boundary of section 12. There is no stream of importance. The outlet of Coyote lake runs water fit to drink. There are no water-powers. We had cold days early in February. The thermometer registered 44 and 50 degrees below. I have reason to think that the climate is about the same as Edmonton. Dry wood is plentiful. There is no coal known in the township. There are no stone quarries and no minerals. Fresh tracks of deer were seen several times. Partridge also were seen.—*Raoul Rinfret, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 4.

Township 50.—The route for reaching this township is by the trail leading from Edmonton passing Sprucegrove, Stony plain and Mewassin, then, following the north side of Saskatchewan river and across the township in a southwesterly direction. This

trail is in good condition from its starting point to Mewassin and from here on it is used only as a means of communication for the different shanties along the river, therefore the part traversing this township is far from being in good order. The soil is heavy clay throughout. The flats on the north side of Saskatchewan river, together with sections 5 and 6 would be well adapted for settlement. The remainder of the township, owing to the roughness of the ground, would at the present time offer no great inducements to settlers on account of the better conditions existing in the adjoining townships. The surface of the flats on the north side of the river together with sections 5 and 6 are covered with small poplar and brush alternating with small open patches of prairie. The remainder is heavily timbered throughout with poplar, spruce and cottonwood of a diameter of ten, fifteen and twenty inches, respectively. Lumbering operations have been carried on throughout the township, and during the course of the winter the licensee proposes to cut the remainder of the merchantable timber. No hay marshes of any account are to be found in this township. In this locality the water is free from alkali. Owing to the excessive drought during this season a good number of the small streams were dry. Saskatchewan river meanders on sections 15, 16, 17, 18, 21, 22, 23, 25 and 26 and flows amongst numerous islands and gravel bars. At low water it can be forded in several places. No water-powers can be developed in the township owing to the instability of the water supply. The climatic conditions are those generally prevailing in northern Alberta. Owing to the timbered nature of the locality fuel is everywhere obtainable. A good coal vein is reported to exist in this township, but no traces of it were seen during the survey. No stone quarries exist. Gold is to be found amongst the numerous gravel bars of Saskatchewan river, and owing to excessive low water prevailing this year miners have at times made good finds. Geese and duck are in abundance on the river at the migration season. Fur-bearing animals, such as mink and lynx were plentiful.—*Louis E. Fontaine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 4.

Township 76.—The land in this range is gently undulating with a slight ascent to the west in the last two miles. The line crosses a number of small spruce muskegs in the first two miles, with low ridges of poplar, spruce and birch between them. The next three miles is thickly timbered with poplar, spruce and birch from four inches to twelve inches in diameter, poplar predominating. The last mile of this range is heavily timbered with spruce from six inches to thirty-three inches in diameter and birch, poplar and balsam from two inches to fourteen inches. In this section spruce predominates. Good water was found in a number of small creeks which cross the line towards the north. The soil on the west part of sections 34 and 33 and the east half of section 32 is mainly gravel. The remainder of the township is black loam on clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 5.

Township 35.—From the town of Olds, Alberta, the eighth base line was followed for fifteen miles to Eagle Hills post office; a local trail then turns northwest and leads to Red Deer river a short distance above its confluence with James river, and near the corner between townships 34 and 35, ranges 4 and 5, west of the fifth meridian. Red Deer river is here forded, and the valley of James river followed west until section 16, township 34, range 5 is reached. A settler, Albert Wilcox, has a road from this section leading into township 35, range 5, west of the fifth meridian. The soil is generally clay and the top soil appears to have been almost entirely removed by forest fires. An extensive valley extends from the south boundary in a northwesterly direction

through sections 1, 2, south half 11, 10 and northeast quarter section 9 and southeast quarter section 16. This valley is fairly open, and numerous small hay swamps occur. The bush found in this valley is scattered poplar, with much willow and bastard birch. The surface in the southwest portion of the township is from rolling to hilly, with numerous small lakes or ponds. The northeastern portion as well as the northwest corner is generally undulating. No timber of commercial value occurs, but building logs of good dimensions can be obtained in all directions. About fifty tons of hay can be obtained in the valley referred to above. A small quantity of hay is available in section 31. A fine spring is located on the southeast quarter of section 2, which quarter has been filed on by a settler, Luke Aldrich. Water is scarce in this township and is only found in muskegs and ponds. No water-powers are available. The climate is similar to that which obtains in other parts of northern Alberta. Summer frosts are usual. Fuel is plentiful, dry fallen timber is available in all directions. No rock in situ was observed. No signs of minerals were observed. Grouse, partridge and rabbits are numerous. Bears and deer are frequently obtained by Indians.—*A. W. Ponton, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 42.—The best route for reaching this township is westerly from Lacombe, following the road allowances and road diversions. They are in good condition during the whole of the year with the exception of the spring months, when they are practically impassable. The soil consists principally of a good strata of black loam with a clay subsoil, and is well adapted for agriculture. The surface is entirely covered with poplar, spruce, tamarack, jackpine and scrub mixed. The timber is of fair size and will meet the requirements of settlers. There are no hay lands. There is a bountiful supply of fresh water at all times, and no difficulty would be experienced in obtaining good water by digging. There are a number of small streams flowing easterly into Medicine river averaging from five to fifteen feet wide and from three to five feet deep with good currents and fairly large volumes of water. There are a few sections which are low and liable to be flooded to a depth of six inches. None of these streams are of sufficient size to develop water-powers. The climate in the summer is generally clear, but there is always plenty of rain to mature crops. The temperature averages from 70 to 90 degrees. Frosts occur in every month of the year. There is plenty of wood for fuel. There are no stone quarries no minerals of any kind. The game found consists of moose, caribou, deer, bears, rabbits, otter, mink, marten, muskrat, porcupine, wolf, coyote, lynx, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 5.

Township 43.—The best route for reaching this township is westerly from Lacombe, following the road allowances and road diversions. They are in good condition during the whole of the year, with the exception of the spring months, when they are practically impassable. The soil consists of black loam with a clay subsoil and is well adapted for agriculture. The surface is entirely covered with small timber, brush, dead timber and windfall. The timber may be large enough in a few places for building purposes. There are no hay lands. There is a bountiful supply of fresh water at all times. A large branch of Medicine river, fed by three lakes, flows southeasterly across the township. Its average size would be about thirty feet wide and ten feet deep, but the volume of water is not great enough to afford water-power. The climate is generally clear, however, there is always plenty of rain to mature crops. The summers are hot with temperatures of 70 to 90 degrees. There are frosts every month of the year, but they would likely disappear after the country is opened. There is plenty of wood for fuel. There are no stone quarries nor

minerals of any kind. The game consists of moose, caribou, deer, bears, rabbits, otter, mink, martens, porcupine, wolf, coyote, lynx, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 5.

Township 44.—The best route for reaching this township is westerly from Lacombe, following the road allowances and road diversions. They are in good condition during the whole of the year with the exception of the spring of the year when they are practically impassable. The soil consists of black loam, black muck and clay and might be adapted for agriculture after the country is opened and improved, there being a great many muskegs. The surface is entirely covered with small timber, second growth timber, willow, scrub and windfall. The timber is not large enough for building purposes. There are no hay lands. There is a good supply of water in the numerous small streams and no difficulty would be experienced in obtaining good water by digging. There are no lands liable to be flooded and there are no streams of sufficient size to develop water-powers. The climate is generally clear. However, there is always sufficient rainfall to mature crops. The summers are hot with temperatures from 70 to 90 degrees. There are frosts every month in the year. There is plenty of wood for fuel. There are no stone quarries nor minerals of any kind. The game consists of moose, caribou, deer, bear, rabbit, otter, mink, marten, porcupine, wolf, coyote, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 5.

Township 76.—Is gently undulating with general descent towards the northwest, numerous spruce muskegs alternating with low ridges of poplar and spruce from three inches to eighteen inches in diameter, with a few birch and balsam and a thick growth of alder and willow in places. A chain of open sloughs with a luxuriant growth of grass extends north and south across the line in section 35. A creek twenty links wide with a slow current crosses the line, course north in section 34. The soil is black loam on clay subsoil and in places sand subsoil.—*Henry W. Selby D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 34.—From the town of Olds, Alberta, the eighth base line road was followed west for fifteen miles to Eagle Hills post office. A local trail then turns northwest, leading to Red Deer river a little distance above its confluence with James river and near the corner between townships 34 and 35, ranges 4 and 5, west of the fifth meridian. The Red Deer is here forded, and the valley of James river is followed west until township 34, range 6 is reached. The valley of James river afforded means of shifting camp. The road up the valley of James river is very rough, and it is necessary to ford the river at many points, and this can only be done at low water. The soil is generally boulder clay throughout the township, although pockets of black loam occur occasionally. The country is most suited for a timber reserve. The valley of James river is rough and broken. South of James river the country is rolling, and ravines running towards the river break the surface. North of James river the country is generally rolling. The valley of Stony creek forms a deep cañon in sections 21 and 22, but opens out in a broad valley in sections 29 and 32. The valley of James river is wooded with patches of spruce, tamarack, poplar and willow. South of James river is generally densely wooded with large poplar, jackpine and willow. North of James river is generally wooded with poplar, jackpine and willow. No timber of

commercial value is found in this township. Practically no hay can be obtained. James river, Stony creek and numerous springs furnish a plentiful water supply. James river affords locations for establishing water-powers giving from six to ten feet head. No falls, however, occur. The climate is similar to that prevailing in other parts of northern Alberta. Summer frosts are usual. No rock in situ or outcrops of bedded rock were observed. No minerals were observed. Grouse, partridge and duck are plentiful in season, tracks of bears and deer were frequently observed. —*A. W. Ponton, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 42.—The best route for reaching this township is westerly from Lacombe following the road allowances and road diversions. They are in good condition during the whole of the year, with the exception of the spring months when they are practically impassable. The soil consists of black loam, clay and a little sand and is well adapted for agriculture. The surface is covered with timber, second growth trees and windfall. The best spruce is to be found in the southwesterly part of the township and is of large size. The supply is not large enough to reserve for lumbering purposes. There are no hay lands. There is a bountiful supply of spring water of the choicest variety, which can be obtained at any time of the year. Wolf creek takes its rise in this township and flows northerly into Saskatchewan river. The streams average from five to thirty feet wide and from two to eight feet deep, with good currents and large volumes of water. There are no streams of sufficient size to develop water-powers. The climate is generally clear. However, there is always sufficient rainfall during the summer to mature crops. The summers are hot with temperature of 70 to 90 degrees. There are frosts every month in the year. There is plenty of wood for fuel. There are no stone quarries nor minerals of any kind. The game found consists of moose, caribou, deer, rabbits, otter, mink, marten, porcupine, wolf, coyotes, lynx, bear, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 43.—The best route for reaching this township is westerly from Lacombe, following the road allowances and road diversions. They are in good condition during the whole of the year, with the exception of the spring months when they are practically impassable. The soil consists principally of black loam with a clay subsoil and might be adapted for agriculture after the country is opened and improved. The surface is covered with small timber and windfall which is sufficient for building purposes only in a few places. There are no hay lands. There is a good supply of fresh water at all times in the numerous small streams. A large branch of Medicine river flows through the northeast corner of the township and there is also a large lake situated on sections 25, 35 and 36. There are no streams of sufficient size to develop water-powers. The climate is generally clear. However, there is always sufficient rainfall to mature crops. The summers are hot with temperature from 80 to 90 degrees. There are frosts every month in the year. There is plenty of wood for fuel. There are no stone quarries nor minerals of any kind. The game found consists of moose, caribou, deer, bear, rabbit, otter, mink, marten, porcupine, wolf, coyote, lynx, grouse, duck and geese.—*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 44.—The best route for reaching this township is westerly from Lacombe, following the road allowances and road diversions. They are in good condi-

tion during the whole of the year, with the exception of the spring months when they are practically impassable. The soil consists generally of a good stratum of black loam with a clay subsoil and might be well adapted for agriculture after the country is opened and drained. The surface is entirely covered with timber consisting of spruce, pine, tamarack, poplar and scrub, very evenly scattered over the township. The timber is sufficiently large for building purposes and will answer the purposes of settlers, but the quantity is not large enough for lumbering. There are no hay lands of large dimensions; an acre or two might be found in a few places. There is a good supply of fresh water at all times, there being many streams and a few small lakes. Some of the streams flow southeasterly into Medicine river, others northwesterly into Saskatchewan river, the watershed being about the centre of the township. The average size of the streams is from three to twenty-five feet wide and from two to eight feet deep, with good currents, and large volumes of water. None of them are of sufficient size to develop water-powers. The climate is generally clear, with plenty of rain to mature crops. The summers are hot with temperature from seventy degrees to ninety degrees. There are frosts every month of the year, but they would likely disappear after the country is opened. There is plenty of wood for fuel. There are no stone quarries nor minerals of any kind. The game found consists of moose, caribou, bears, deer, rabbits, otter, mink, marten, porcupine, wolf, coyote, muskrat, lynx, grouse, ducks and geese. —*W. F. O'Hara, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 54.—From Lake St. Ann a trail is followed through township 54, range 4 and part of 5, to section 14. From this section I opened a trail to section 25, township 54, range 6. This trail is good only as a winter trail on account of the muskegs crossed. The soil is good for agriculture ; all the quarter sections with the exception of two, belong to classes one and two. It consists of a layer of black loam with a subsoil of clay or sandy clay. The surface is a rolling country the western part of which is pretty well timbered as is also a part of sections 28 and 29. The rest is an old brulé, with dry wood standing, and a new growth of poplar and willows. The timber consists mostly of poplar with scattered spruce. The poplar ranges in size from one to ten inches in diameter, except in the brulé, where it is very small. Some spruce timber is found scattered with the poplar and ranges in size from five to twelve inches in diameter. There is no place where hay can be cut in any quantity. Outside of lake Arnault, there is no other water but Pembina river, which crosses sections 30 and 31. Its water is very good and the current swift. The river was low at the time of the survey. Its width averages over four chains. There are no falls in the river, though in sections 30 and 31 the current is swift, but no water power of importance could be developed by the building of dams. The climate is something like that of Edmonton. Dry wood is the most readily available fuel. Seams of bituminous coal are seen along the Pembina river ,some being over one foot in thickness. No stone quarries nor minerals except the coal mentioned above, were found. Tracks of deer were seen a few times.—*Raoul Rinfret, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 6.

Township 76.—Is gently undulating. In section 36, spruce, muskegs alternate, with low ridges of poplar, spruce and jackpine, the area covered by the ridges being in excess of that covered by muskeg. This gradually changes as we go west until in sections 34 the area of muskeg is largely in excess of the dry land. Sections 33 and 32 are dry burnt muskeg with a thick growth of willow and a few bunches of green spruce. Section 31 is a dry burnt slash with a few sloughs and swamp holes and a

thick growth of willow and small poplar brush. The soil in the muskegs is black loam, while on the ridges it is clay, sand or gravel with a few inches of black loam in places. *Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 7.

Township 26.—This township is easy of access by way of Morley, a station on the Canadian Pacific railway, or by good roads from Calgary. The soil consists generally of black sandy loam underlaid by a clay or gravelly subsoil. No crops, as far as I can learn, have been grown here, although in the township to the east lands are being cultivated, and both oats and potatoes grown. It is a timbered township, the eastern half containing some spruce up to twenty-four inches in diameter, jackpine up to eighteen inches and Douglas fir of still larger dimensions; it is doubtful, however, if the latter are sound. Much of the best timber appears to have been cut, there being a saw-mill a short distance to the south, on the Stony Indian reserve, which latter cuts off nearly one-third of this township. The Douglas fir is found principally on the southerly portions of sections 14, 15 and 16. The westerly half of this township is covered principally with second growth poplar, jackpine and spruce. The easterly half is hilly, whereas the westerly half is rolling and undulating. No hay lands of any extent were met with, the low lying land being generally covered with a dense growth of willows and more or less stony. I would consider it advisable to have the remaining timber in this township. reserved for the needs of the future settlers in this township. It is well watered, on the north by Ghost river, numerous ponds, which, however, may be dry in dry seasons, and also by numerous spring creeks. Ghost river averages about one chain in width in dry weather, but it is apparent, that at times it has a width of from five to ten chains with a very rapid current. The adjacent lands, being high are not liable to be flooded, except some small flats, which have the appearance of being flooded from time to time. There are no falls, and it is very improbable that any power may be developed along the river in this township. I would say that the climatic conditions do not appear favourable for raising and ripening crops to any extent, owing to prevailing summer frosts. If of any particular value, I would consider this township to be better adapted for pasturing cattle. For fuel, plenty of wood is available. No coal of any description was observed. Owing to the close proximity of this township to the Indian reserve no game was observed, except an odd partridge or prairie chicken, with a few rabbits, and there do not appear to be any fish in that part of the river traversing this township.—*C. F. Miles, D.L.S., 1904.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 7.

Township 76.—Is gently undulating with large muskegs which have been burned over, alternating with low ridges, some of which are covered with green poplar, spruce and alder brush, while others are covered with burnt slash and scrub poplar. The muskegs still appear to drain towards the north. The soil on the ridges is mostly sand; in the muskegs black loam.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 24.—Kananaskis station, on the Canadian Pacific railway, is in section 30, in this township. The soil is for the most part limestone rock, but some loam is found in the northern and central parts suitable only for ranching and not very good even for that. The surface is generally timbered. There is considerable good green timber on section 20 and 21, but the balance is small or fire-killed. There is no hay.

The water is fresh and the supply sufficient and permanent. Bow river, with an average width of 300 feet and depth of 3 feet and with a velocity of 5 feet per second at time of survey, runs through the township. There is little liability of flooding. Water-power can be developed at Kananaskis falls and the Canadian Pacific railway engineers were working on surveys and plans during the past and present season. The construction of dams as proposed by them would flood Mr. Edward Loder, on section 30, where he has a residence, stables, &c. Summer frosts are quite frequent, the climate being somewhat colder than at Calgary. Wood is the chief fuel and is obtained in the township. A small coal mine was noticed in section 9 on Kananaskis river. There are no stone quarries, and coal is the only economic mineral noticed. Mule deer and grouse were the only game seen. A lime kiln is run by Mr. Loder at Kananaskis station and he and his employees and the Canadian Pacific railway section men are the only residents of the township. The rock for the lime kiln is procured in section 25, township 24, range 9.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 53.—This township is covered with a heavy growth of timber consisting of poplar from eight to sixteen inches in diameter and spruce from ten to eighteen inches, excepting sections on the north of Lobstick river, over which the fire has run, leaving only clumps of green timber and dry wood. The heaviest timber (that which is fit for converting into lumber) is on sections 3, 4, 5, 6, 7, 8, 9, 10, 17, 18, 19 and 20. The land in this township is level and consists of from three inches to twelve inches of loam with clay subsoil. It is well watered by numerous creeks and springs flowing into Lobstick river. Lobstick river enters the township on section 31 and flows across sections 20, 29, 28, 27, 26 and 25. The course of the river is very tortuous; all along its bed are found fragments of coal and clay iron stones. The Jasper House pack trail, that I opened as a wagon trail, crosses sections 36, 26, 27, 28, 29 and 30. There is no game, and but few fish in the river.—*A. Michaud, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 55.—There are two roads reaching this township, but the best one at the present time is the one that passes to Lake St. Ann mission and from there to the south crossing of Pembina river. The soil is a black loam with a white clay subsoil and is not suitable for farming purposes. It is entirely covered with large timber, such as spruce, balsam, jackpine, poplar and cottonwood varying from five to twenty-four inches in diameter. There are a few hay marshes in sections 33, 34 and 35, but of little importance. Water is very scarce, though the northern part of this township shows many small coulées, which appear to be dry the most of the year. There is no water-power. The climate is the best in all the west. No summer frosts occur. No indications of coal, stone quarries nor minerals of any kind were noticed. Foxes, lynx and wolves are plentiful but other game is scarce. This township would make a good timber reservation.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 56.—This township is about eighty miles northwest of Edmonton. There is a good trail as far as Lake St. Ann mission, but from this place the road has been lately opened through a heavy bush and is not very good on that account. There is also another road farther north which has been opened by the Grand Trunk Pacific railway for their exploring purposes. I am told it is much longer but better. The soil

is very rich and composed of black loam six to eighteen inches thick with clay as subsoil. It is suitable for general farming. The surface is level, covered with a second growth of poplars and inclined towards the north. All these small poplars are dry, and another fire will clean the place. The western part of this township is broken by deep ravines. It is covered by bluffs of poplar and spruce. In a few places the timber is from six inches to eighteen inches in diameter and ought to be reserved for settlers. There are just a few hay marshes, but the whole surface is covered with long grass and wild pea-vine. The water is fresh and the supply permanent. The south branch of Paddle river crosses the northern part in sections 35, 34, 33, 28, 29 and 30. It is about one chain wide. There is no water-power. The climate is the best in all the west, there being no summer frost and the winters are mild. Indications of coal are to be seen all along the banks of Paddle river. There is no stone quarry. Game is plentiful, foxes, wolves, bears, badgers, lynx and birds of all kinds.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 57.—This township is about eighty miles northwest of Edmonton. There is a good trail as far as Lake St. Ann mission, but from this place the road has been lately opened through a heavy bush, and is not very good on that account. There is also another road farther north which has been opened by the Grand Trunk Pacific railway for their exploring purposes ; I am told it is much longer but better. The soil is very rich and composed of black loam six inches to eighteen inches deep with clay as subsoil. It is suitable for farming, especially sections 1 to 24, inclusively. The surface is level and covered with a second growth of poplar and is inclined towards the south. All this small poplar is dry and another fire will clean the place. The northern part of this township is broken in places and rolling. It is covered by bluffs of poplar and spruce. In a few places the timber is from six to eighteen inches in diameter and ought to be reserved for settlers. There are just a few hay marshes, but the whole surface is covered with long grass and wild pea-vine. The water is fresh and the supply permanent. Paddle river crosses the northern part, in sections 31, 32, 28, 26, 27, 25, and the southeast corner in sections 1 and 2. The south branch of this river is about one chain wide and two feet deep with a current of three miles an hour. The north branch is not quite so large. There is no water-power. The climate is the best in the west with no summer frost and mild winter. Indications of coal are to be seen all along the banks of Paddle river. There are no stone quarries. Game is plentiful: foxes, wolves, bears, badgers, lynx and birds of all kinds. There are three different railroad surveys crossing this township and it is probable that the Canadian Northern will come through pretty soon.—*C. E. Lemoine, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 8.

Township 76.—Is undulating and generally covered with poplar, spruce, jackpine and birch from four inches to twenty inches, and a thick growth of alder brush. Some patches of burnt slash and windfall are met with and a few muskegs and sloughs also occur. Several small creeks flow south across the line. The soil is mostly clay or sand with very little loam on the surface, except in the swamps and muskegs.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 9.

Township 24.—The Canadian Pacific railway runs through this part of the country. There is little arable soil in this township and it is fit only for grazing. The

surface in the valley and on the slopes is covered with spruce, averaging four inches in diameter, while the mountain tops are quite bare. There is no hay. The water is fresh and the supply in Bow river is permanent. This river averages four chains in width and from three to four feet in depth, with a current flowing at the rate of about five miles an hour. Water-power could be developed by a dam across the river but in low water no great power could be procured. There are occasional summer frosts. Wood is the fuel most readily obtained, although coal is found in sections 5 and 6, but as little of the seams are uncovered the quantity and quality are problematical. There is plenty of limestone. The Canadian Pacific railway have a quarry in section 22. The Loden Bros. Lime Company have a quarry in section 25, and the Western Coal and Cement Company have an undeveloped quarry in section 21. Coal is the only mineral found in the township. Mountain sheep, goats and mule-deer were seen. The river valley through this township is generally narrow and the surface is practically all mountain.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 9.

Township 53.—This township is covered with a heavy growth of timber, consisting of poplar, eight to ten inches in diameter and spruce from ten to eighteen inches, excepting sections 36, 35, 25, 26, 34, 27, 33, 28, 21, 29, 20, 30, 19 and 18 over which the fires have run, leaving only a few clumps of green timber and dry wood. There is now, on these fire-swept sections, a second growth of poplar and spruce. These sections are well adapted for mixed farming and ranching. The land is level and consists of from three to twelve inches of black loam on clay subsoil. It is well watered by numerous creeks and springs. Chip lake covers part of sections 31, 30, 29, 28, 33 and all section 32. Lobstick river runs across sections 36, 35, 34 and 33. The Jasper House pack trail crosses sections 25, 24, 23, 22, 21, 16, 17 and 18. There are some good fish in Chip lake, but no game except a few lynx, wolves and rabbits.—*A. Michaud, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 9.

Township 76.—Is an undulating country as far as the east boundary of section 31, covered with poplar and spruce from four inches to twenty inches in diameter with a few birch, jackpine and a thick growth of alder brush. Section 31 is almost wholly a spruce muskeg covered with small spruce. The soil on the ridges is sand and clay and between the ridges it is black loam of varying depths on a subsoil of clay or sand. In section 34 there is a good pack trail south to Lesser Slave lake.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 10.

Township 24.—The Canadian Pacific railway traverses this township. The soil is generally rocky, except in the river valley where it is a fair loam suitable for grazing. The valley of Bow river is generally timbered with spruce and poplar, averaging 6 inches in diameter and having a thick undergrowth of willows along the river banks. The greater part of the larger timber is fire-killed. There is no hay. The water is fresh. Bow river and the creeks joining it afford a sufficient and permanent volume. The Bow is broken up into numerous channels in high water and considerable portions of the lands lying between the various channels are liable to be flooded. No water-powers are feasible. Summer frosts are prevalent and crops grown are only for green feed. Coal and wood are easily obtained in the township; Canmore being a mining town where soft steam coal is mined in large quantities. There are no stone quarires, ex-

cept a lime kiln at the Gap on section 24. There are no other minerals except coal found in the township. Mountain sheep and goats were seen in the mountains and a few deer in the valley.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 10.

Township 25.—Sections 5, 6, 7 and 8 lie just to the north of Canmore on the main line of the Canadian Pacific railway. The soil is a sandy loam suitable for grazing only. The surface is generally timbered with poplar and spruce, averaging four inches in diameter with willow underbrush on the river bank. There is no hay. Bow river runs through sections 6 and 7 providing plenty of good water. The banks are low and both sections are liable to be flooded. There is no suitable place for damming the river to generate water-power. Summer frosts are common. The climate is similar to that of Banff. Wood can be obtained on the sections and soft coal at Canmore or hard coal at Bankhead. No coal or lignite veins were observed in these sections. There are no economic minerals. A few mule-deer were seen.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 10.

Township 76.—Is gently rolling, consisting of low ridges covered with poplar, spruce, birch and jackpine, alternating with strips of spruce muskeg. The soil on the ridges is mostly black loam from two inches to eight inches in depth, subsoil clay or sand and in the muskegs it is black loam.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 11.

Township 25.—The Canadian Pacific railway traverses this township. The soil is generally rocky with some soil suitable only for grazing. The surface is generally covered with pine, spruce and poplar, averaging four inches in diameter, while the river flats are covered with willow. There is no hay. The water in Bow and Cascade rivers is fresh and the supply is permanent. Bow river is much broken up by different channels and the land between the various channels is liable to flooding. There is little chance for the development of water-power. The river will average four feet deep with an average current of four miles an hour. Summer frosts are common. The climate is that of Banff. Wood and coal are both found in the township in sufficient quantities for local use. There are no stone quarries. Deer, sheep and goat are found in the township.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 11.

Township 26 (sections 5 and 8).—Anthracite village, now deserted, is on section 8. The coal mine here is closed. The surface of these sections is generally covered with spruce and pine averaging about six inches in diameter. The soil is fit only for pasture. There is no hay. Plenty of fresh water is found in Cascade river, which averages fifty feet in width, two feet in depth and has a current of five miles an hour. There is little danger from flooding and the supply of water is fresh and permanent. There are no suitable places for water-power development. The climate is that of Banff. Summer frosts are frequent. Coal and wood are both found. There are no stone quarries. Deer were seen on section 8.—*C. C. Fairchild, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 11.

Township 76.—Sections 36, 35 and 34 the country is undulating and covered with poplar, spruce, birch and some jackpine on the ridges; spruce, tamarack and willows between. Sections 33, 32 and 31 is a rolling country with thick poplar, a few spruce, birch and jackpine in which is mixed thick alder brush. In section 32 a good trail crosses the line to the southeast which reaches Lesser Slave lake at Big point, also Shaw creek with good water flows southerly to the lake. Soil black loam on clay and sandy subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 12.

Township 76.—Is a rolling country with large beaver meadows between the low ridges. The timber on the ridges is mainly poplar. Some spruce, birch and jackpine are seen, and in the valleys some dry muskegs. On sections 32 and 33 there are large ponds of fairly good water with a good growth of grass about them. The soil is mainly black loam on clay and gravel, clay and stones and sandy clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 13.

Township 76.—Is a gently rolling country with irregular ridges, covered mainly with poplar, scattered large spruce, jackpine and some birch, beaver meadows and some spruce muskeg. In section 34 the northeast branch of Salt creek is met with and a luxuriant growth of vegetation in the flats through which it flows. This creek could be described as the dividing line between the lands to the west suitable for agriculture and those at present to the east unfit for farming purposes.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 14.

Township 76.—The line crosses what is known as Salt creek prairie, in sections 36, 35 and 34 where are seen to the south and southwest, inclosed clearings, farm buildings and excellent crops of grain, vegetation everywhere indicating a richness of soil not noticeable anywhere east of these lands. A wagon road crosses the line on section 34 connecting Lesser Slave and Whitefish lakes. Two branches of Salt creek cross the line in sections 34 and 35, good water but very hard ; on the west half of section 34 the line again enters heavy timber, mainly poplar with a few spruce and jackpine in places. Soil, black loam on clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 15.

Township 76.—The line across this range is over a gently undulating country on the height of land overlooking the west end of Lesser Slave lake to the south, and runs through thick poplar and alder brush and occasional bunches of spruce. No water is seen in the small water courses which are dry in summer. Near the east boundary of section 31 the wagon road connecting Lesser Slave lake and Peace River landing is crossed. Soil, black loam on sandy clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 16.

Township 76.—Is gently undulating and across sections 35 and 36 is in green poplar from four inches to eighteen inches in diameter. Near the east boundary of section 34 a wagon road is crossed which connects the settlement to the south with the Peace river road to the north. From section 34 west the line runs through an old burnt district of scrub poplar, large scattered poplar, large laying spruce and jackpine, slash and windfall. Soil, black loam on sandy clay.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 17.

Township 76.—Is gently undulating to section 31 where the line crosses the valley in which South Heart river flows. This range is covered mainly with poplar and occasional bunches of spruce. On section 32 and section 5 the spruce and poplar is very large, and convenient for lumbering operations, where it could be taken down the river to Slave lake. This range will make good farming land when cleared. Soil, black loam on sandy clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 18.

Township 76.—Is gently rolling to Winakami lake, in section 35. The timber is mainly poplar from three inches to twelve inches with scattered bunches of spruce. Winakami ('not good water') lake begins in section 35 and is five and one-quarter miles across and about four miles wide north and south. There are large hay meadows on the south shore. This ought to be a good ranching property as stock does well and does not object to the water. Several Indians and half-breeds have houses near the west end of the lake and quite a band of horses. Some fish are caught in the lake and large flocks of waterfowl were seen.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 19.

Township 76.—The west limit of Winakami lake extends nearly to the east boundary of section 35. Here the whole character of the country changes, fire having overrun the range leaving only islands of green spruce and poplar and burnt slash, and burnt clean of timber in places. During a wet year this range, being so nearly level, there would be a good deal of water on it, but this year it is all quite dry. Soil, thin layer loam on clay. Vegetation indicates that there is a rich soil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 20.

Township 76.—The line passes through a gently undulating country which is covered with a growth of poplar, a few spruce and occasional bunches of willow and alder brush. This should make a good farming section of the country. Soil, generally black loam on clay or sand, clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 21.

Township 76.—Is a gently undulating country with very little timber of any value. It having been burnt over and in places almost clear of slash, grass grows luxuriantly.

Soil, generally black loam on clay subsoil and should be first-class farming land. In section 31 a coulée is met with in which Peavine creek flows from the north and east, southwesterly into Little Smoky river. Water is slightly alkaline. The land on the west side of the coulée is thickly covered with vetch and pea-vine and it is a favourite feeding ground for horses and big game.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 22.

Township 76.—Gently undulating country which for four miles is thickly covered with poplar and spruce. Section 36 has been partly run over by fire and left a bad slash and windfall. Between the ridges occur willow swamps which are dry this year. On sections 32 and 31 there are wet muskegs, tamarack and spruce swamps and beaver meadows ; vegetation is luxuriant. Soil, black loam on clay subsoil, when drained should make good farming or ranching land—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 23.

Township 76.—Is composed of gently rolling country to section 33 where the descent to Little Smoky river begins. The height of land or low ridge in section 33 extends southeasterly and northwesterly, to the north of which the country is full of sloughs, ponds and beaver meadows with islands of poplar and spruce, some birch, alder and willow. South of the ridge is the descent to the valley of Little Smoky river. Near the east boundary of section 31 the line crosses the river. It is about nine chains wide, of varying depth and rapid current, owing to the numberless rapids occurring in its course northerly. At present the water in many places is not over two hundred feet wide and so shallow as to be easily forded in the rapids. Section 31 is very rough, being the west bank of the river, it rises about five hundred feet to the range line. The timber on this section is poplar, large spruce and some birch. Soil, generally black loam on clay subsoil.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 24.

Township 76.—Section 36 is on a general ascent and covered with heavy poplar and spruce. Section 35 is descending to where Smoky river is met with at the line between sections 34 and 35, by aneroid barometer 586 feet below the height of land. The bed of the river is fourteen chains wide but at present the water only covers nine chains in width. The depth is from four to twelve feet and the current too rapid to ford. East half of section 34 is the west bank of the river, and is a big landslide covered with timber lying in all directions. The west half of section 34 and sections 33, 32 and 31 is a gently rolling country with a light covering of leaf mould on sand subsoil. The timber is mainly jackpine with some spruce and poplar, very little vegetation and totally unfit for farming purposes.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE FIFTH MERIDIAN.

Range 25.

Township 76.—Is composed of gently rolling country, the ridges being nearly all sand and a light growth of jackpine more or less burnt over. Between the ridges are sloughs and large beaver meadows surrounded by old dry slash and windfall. On section 33 there has been a large pond or lake, but now dry, the bed of which is alkaline sand and hard enough for a man to walk upon, but unsafe for horses or cattle. A

creek flows northeasterly on section 33 towards Smoky river. This range is unfit for farming purposes as seen from the line.—*Henry W. Selby, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 15.

Township 19.—Sections 33 and 34 is open range land and only fit for grazing. It is hilly and part of it is quite rocky.—*Jos. E. Ross, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 17.

Township 20.—Section 31 of this township is level but rather low. The land would be flooded, for a short time at least, when Thompson river is at its highest. It is timbered with cottonwood. The soil is a loose, sandy loam suitable for cultivation.—*Jos. E. Ross, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Ranges 23 and 22.

Townships 13, 12, 11, 10, 9 and 6, range 23 ; townships 11, 9, 8 and 7, range 22.—In township 13 and part of 12, the line forming the limit of the railway belt, follows the valley of Spius creek which runs in a very rocky cañon. The timber is open and chiefly bullpine, though high up balsam and spruce take its place. Grazing is good along the lower slopes of the hills. Coal has been found here and farther east and a great many claims have been surveyed. Drills have been at work, and while no mines are yet working it is quite possible that in time this will be a very valuable addition to the resources of the country. Through townships 11 and 10 the line runs along the watershed between Spius creek and Coldwater river. Bullpine is replaced by spruce, balsam and fir and the country is very hilly. One ranch was taken up at the north end of Murray lake, but has been abandoned on account of the excessive snowfall at this elevation. Beyond this there is practically no agricultural land in these townships though there is coal. In township 9 there are a few strips of bench land along the Coldwater, which might be farmed if a railway was built into Hope by the Coquahalla cañon. There are fir and spruce in the valley as far south as July creek. Beyond this point it has been burnt, and the railway belt boundary passes through many miles of standing burnt timber through townships 9, 8 and 7. Bold high hills up to 6,000 feet run parallel to a line of jagged peaks four or five miles west. All this country contains minerals more or less and we came across mineral claim-posts in the most out of the way spots. There are no actual mines in the belt in these townships, but people in Princeton and Granite Creek seem to have plenty of confidence in its future. Beyond a considerable amount of rather scrubby fir, spruce, balsam and pine, which would be difficult to get out, the land in these townships is of no value whatever except for mining, and there seems a good deal of activity in this direction, especially at Circle City. There is little but precipices, snow and ice between the Canadian Pacific railway and the belt limit.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 23.

Township 4.—In this township the line runs into rougher country, and crosses a divide separating a locality through which it is just possible to take a pack train, which may live on natural food, into the regular coast timber, where hardly any grass grows and where it is necessary to carry oats. In section 34 there is a large flat, almost clear of timber, but very high.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 23.

Township 5.—This township is to a large extent burnt. Some four or five miles west of the railway belt boundary, approximately on the north boundary of township 5, there is a mining camp called Summit City, where a good deal of prospecting is done in summer time. It is probable that many of these claims would become valuable if there were any means of transportation other than pack trains—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 23.

Township 6.—The line forming the limit of the railway belt runs over high hills, rocky in some places, but not usually, and partly burnt. There is timber along the creeks and on the north slopes, mainly spruce and balsam, but it is not very good.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 26.

Townships 10 and 11.—There is some bench land on the west side of Fraser river in sections 27 and 34, of township 10 and sections 2 and 11 of township 11, on which some settlement has already been made.—*A. W. Johnson, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 27.

Township 15—There is open bullpine timber in this township and some bench land that could be cultivated if water were procurable.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 27.

Township 16.—Between section 17 and the south boundary of this township there is no good land, not already occupied by Indians. About the northeast corner of section 29 is a ranch known as Walsh Place. There is some fair bullpine timber, mainly on the east side of the valley, and some bench land on the same side that might be cultivated.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 27.

Township 17.—There is some bullpine on the east side of the valley and fir and bullpine on the west, but only scattered.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 28.

Township 18.—Most of the land has been taken up, but there are benches that will be cultivated when the country has a larger population, and timber which will be valuable in a few years time though apparently not of much use now. There is a hydraulic outfit at the southwest corner of lot 83 on the river, with power carried across in a pine slung on a cable, and whenever the water is low, numerous Chinamen make a living by rocking. This applies to the river from Lytton up. The river runs in a deep

cut almost all the way from Lytton. Along this cut are benches varying from a few chains to three-quarters of a mile in width and from these benches the mountains rise very steeply on both sides of the valley, particularly on the west.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 29.

Townships 4, 5 and 6.—In these townships, with the possible exception of some rough benches near Sevenmile creek there is no land fit for cultivation. The timber is Douglas fir and cedar, neither very good, and some scrubby pine. The mountains, in most places, rise abruptly from the water and the shore is composed of rocky bluffs. There are two good sources of water-power, Eagle falls, in section 4, township 6, range 29, where a mountain stream forty links wide falls sixty feet into the lake ; and Rainbow falls, in section 19, township 5, range 28, where a similar stream falls a couple of thousand feet over a series of perpendicular rocks, varying from seventy-five to two hundred feet in height.—*Alfred W. Johnson, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 29.

Township 7.—There is a logging camp here and the best timber is taken up. The land can be cultivated, though it is not very good and at present is heavily timbered. Near the mouth of Silver creek is a flat of good land, between the main channel and a high water channel, but the southern part of it is intersected by low strips that flood during high water. Farther north there are small patches of fair land on either side of the river. Several mineral claims have been surveyed near the northeast corner of section 23. Canoes can be taken up the creek for about three and a half miles, by use of line and pole, but rapids begin within half a mile of the mouth, just above the fish trap erected every year by the government for taking salmon eggs. There is a mile of very good beach at the mouth of the creek.—*Alfred W. Johnson, D.L.S., 1904.*

TOWNSHIPS WEST OF THE SIXTH MERIDIAN.

Range 29.

Townships 8 and 9.—There is no land fit for cultivation in these townships. Silver creek runs in a cañon most of the way and the mountains rise abruptly on each side, in many places precipitously. Douglas fir and cedar grow profusely everywhere, but not of very good quality, and the creek would not be easy to drive on account of some very narrow cañons and four or five falls, one of which is nearly a hundred feet in height. Two or three miles beyond Snowshoe creek the main stream branches out into three forks, which rise in very wild rocky mountains with but little timber of any sort.—*Alfred W. Johnson, D.L.S., 1904.*

TOWNSHIPS EAST OF THE COAST MERIDIAN.

Township 20.—There is a little good land in the southeast quarter of section 7, perhaps twenty acres, and considerably more in sections 4 and 9. This land is not hard to clear, being timbered mainly with alder.—*Alfred W. Johnson, D.L.S., 1905.*

TOWNSHIPS WEST OF THE COAST MERIDIAN.

Fractional Township west of township 39.—This district has been thoroughly logged, and nothing but a few trees fit for shingles could be gotten out of it now. The weather was very wet during the time of survey.—*Alfred W. Johnson, D.L.S., 1905.*

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Silver Creek, near Harrison Lake. Photo by A. W Johnson.

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Fraser River near Hope. Photo by A. W. Johnson.

Mountains near Hope. Photo by A. W. Johnson.

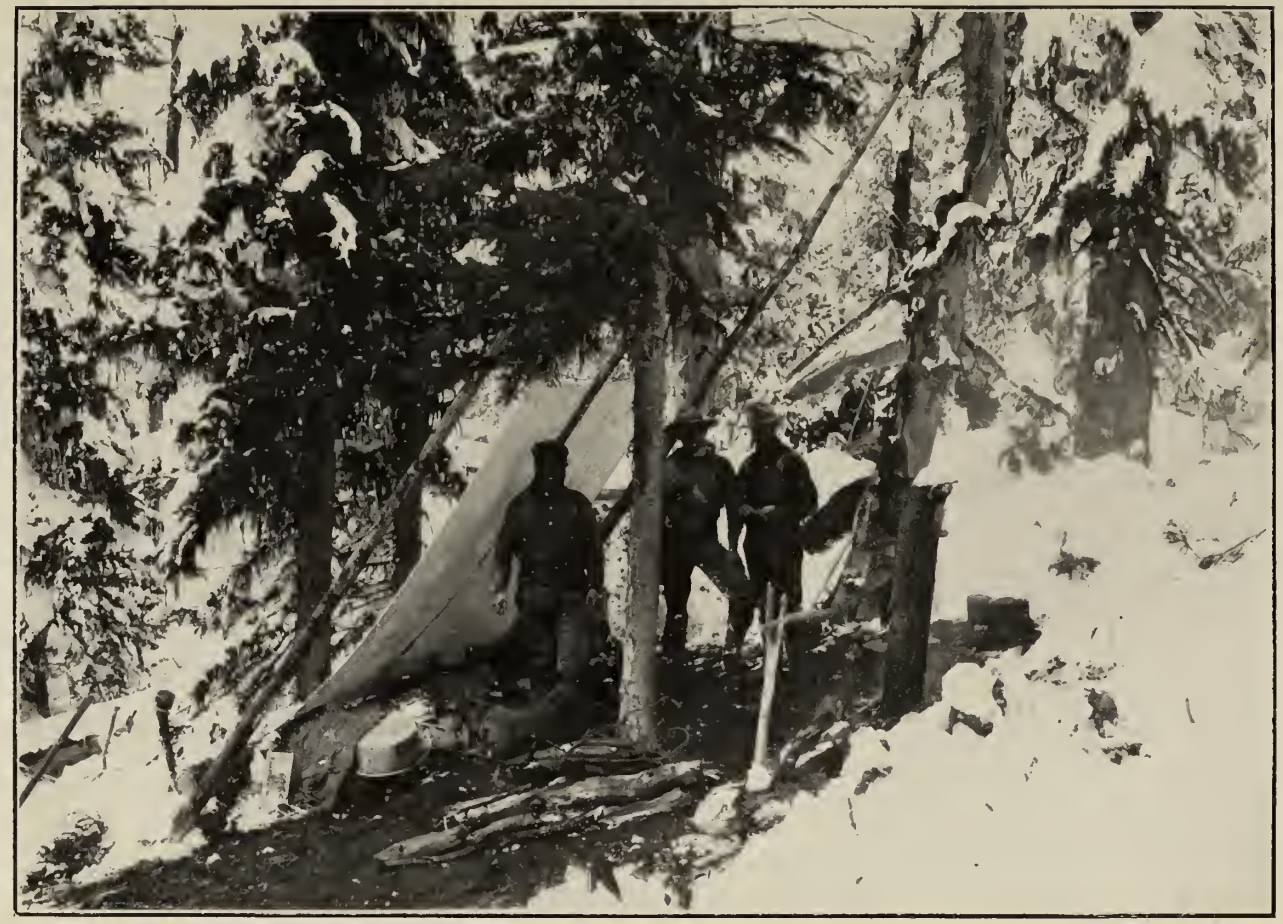
On the Nicola Road. Photo by A. W. Johnson.

Photo by A. W. Johnson.

Farm near Mantle Lake, in the Nicola District.

Pack Horses. Preparing to move camp. Photo by A. W. Johnson.

Moving Camp in the Mountains. Photo by A. W. Johnson.



Camp in the Nicola District. Photo by A. W. Johnson.

Photo by A. O. Wheeler.

Point Lockout, at the entrance to Valley of the Caves.

PLATE No. 10.

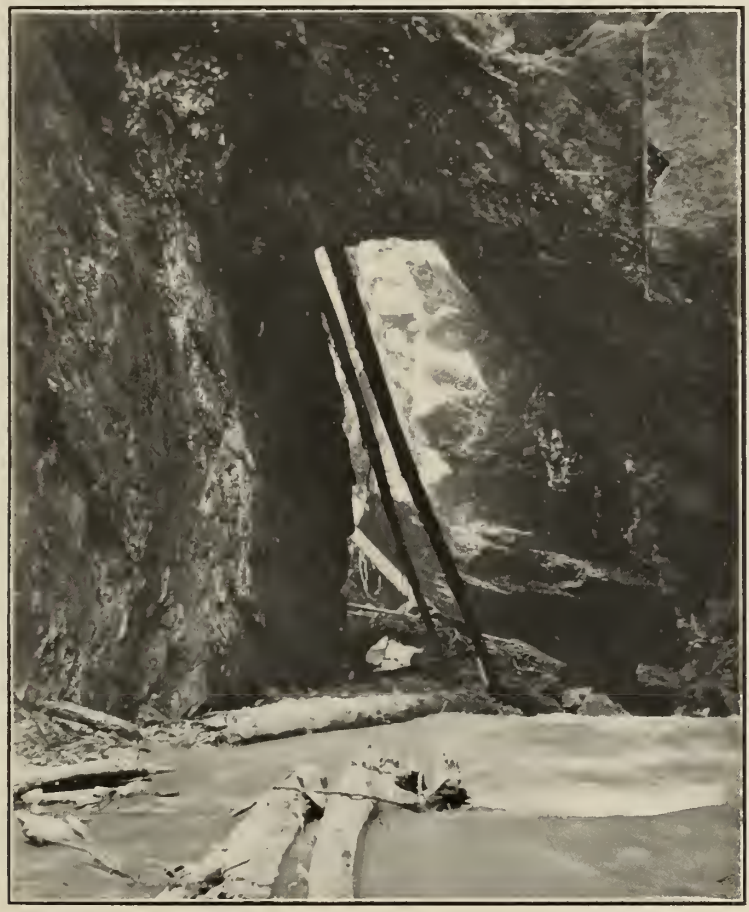


Photo by M. P. Bridgland.

The Cave entrance in the Gorge, showing the tree trunks by which the first descent was made.

PLATE NO. 11.

Photo by M. P. Bridgland.

Cut A.—Where Cougar Creek drops below Gopher Bridge.

PLATE NO. 12.

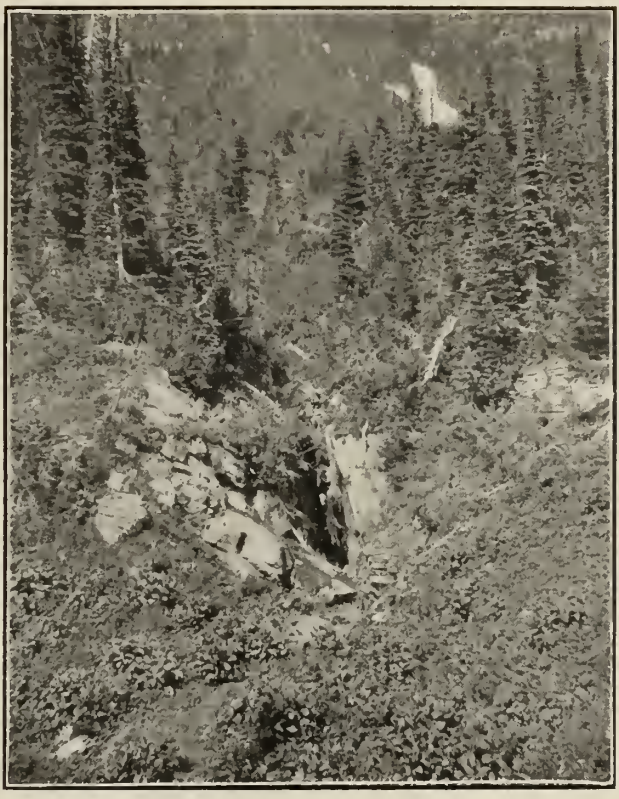


Photo by N. G. Wheeler.

Cut B.—Entrance No. 3 to "The Pit."

Photo by A. O. Wheeler.

Ascending from "The Gorge" in October.

The Hermit Range and Rogers Pass, from Observation Point. Photo by A. O. Wheeler.